
JODHPUR RAILWAY
ANNUAL REPORT
1929-30.

SECTION I.
REPORT BY THE MANAGER.

COMPLIMENTARY

CONTENTS

Para		Page.
1	General Summary of the Results of Working .	1—2
2	Statement of Capital invested . .	3
3	Statement of Gross Earnings . . .	3
4	Statement of Net Earnings . . .	4
5	Operating Ratio . . .	4
6	Passenger Traffic	4—5
7	Goods Traffic	5—9
8	Train miles	9
9	Analysis of Working Expenses . . .	9—15
10	Working Expenses	15—16
11	Capital Expenditure	16
12	Stores Balances	16—17
13	Compensation Claims	17—18
14	Staff	18—19
15	Improved Facilities on the Open Line . . .	19
16	Miscellaneous and Unforeseen	19
17	Other Miscellaneous Works	19
18	Accidents and Floods	19—20
19	Lines under Construction	20
20	Plant and Machinery	20
21	Workshop Improvements	20—21
22	Rolling Stock	21—22
23	Tram Running	22
24	New Stations opened for paid Telegraph Traffic . . .	22
25	Stations and Sections opened for traffic	22—23
26	Special Trains	23
27	Over Crowding of Passenger Trains	23
28	Publicity	23
29	Breaches	23—24
30	Marshalling of Goods Trains for long distance . . .	24
31	Concession issued to passengers in regard to reduction in fares . . .	24
32	Fairs and Exhibitions	24
33	Safety First	24
34	Travelling without Ticket	24—25
35	Motor Bus Competition	25
36	Difficulties in meeting Goods Traffic requirements . . .	25
37	Small Pox	25
38	Experiences with engines fitted with caprotti and Levtz valve gears . . .	25
39	Local advisory Committee	25
40	Vendors' Stalls	25
41	Waiting Rooms	25—26
42	Miscellaneous Facilities	26
43	Statistics	26—27
44	Inspections	27
45	Personnel	28

JODHPUR RAILWAY.

FROM

MAJOR J W GORDON,

Manager

TO

THE SECRETARY,

RAILWAY BOARD,

SIMLA

Jodhpur, the 18th July 1930

SIR,

I have the honor to submit herewith my Report for the financial year 1929-30 on the working of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), the Jodhpur-Hyderabad and Mirpur Khas-Khadro Railways.

ANNUAL REPORT.

1 The following statement brings into prominence the more important features of the operation of the Jodhpur Railway during the year 1929-30 together with similar information for the year 1928-29

Particulars	Jodhpur Railway	
	1928-29	1929-30
Mileage open —		
1 Single Line	917 17	950 85
2 Double Line .. ...	.
3 Total Route Mileage ...	917 17	950 85
4 Total Track Mileage . . .	1,074 29	1,110 40
Capital and Revenue Earnings and Expenditure —		
	Rs	Rs
5 Total Capital Outlay including Suspense on Open Line	4,76,22,768	4,81,20,602
6 Gross Earnings . . .	1,01,72,084	93,68,124

Particulars	Jodhpur Railway	
	1928-29	1929-30
	Rs	Rs
7. Gross Earnings per train mile . . .	5 62	5 35
8 Working Expenses	68,32,711	68,04,887
9 Working Expenses per train mile . . .	3 77	3 60
10. Net Earnings	33,39,373	30,63,237
11. Percentage of Total Working Expenses to Gross Earnings . . .	67 17	67 30
12. Percentage of Net Earnings on total Capital Outlay	7 01	6 37
Equipment —	No	No
13 Locomotives	108	108
14 Passenger Carriages	237	236
15 Other Passenger Carriages	57	57
16 Goods Stock	2,628	2,631
16 (a) Motor Inspection Trolleys	5	4
Passenger Traffic —		
17 Number of passengers carried	3,737,024	3,708,457
18 Passenger miles	Miles 162,896,615	Miles 159,436,169
19 Average journey	43 59	42 99
20 Earnings from passengers carried . . .	Rs 36,11,500	Rs. 35,61,019
21 Average rate charged per passenger per mile	Pies 1 29	Pies 1 29
22. Total Coaching Earnings	Rs 41 91,940	Rs. 40,91,509
Goods Traffic —	Tons	Tons
23 Number of tons carried	877,620	1,012,161
24 Net ton miles	Miles 136,981,760	Miles 124,323,936
25 Average haul	156	123
26 Earnings from tonnage carried excluding refunds and remissions	Rs 54,71,651	Rs 48,94,022
27 Average rate charged for carrying a ton of goods one mile	Pies 7 67	Pies 7 62
28 Total Goods Earnings	Rs 54,82,807	Rs 49,10,811
28 (a) Miscellaneous Earnings	4,97,337	3,65,804
29 Number of employees	No 7,770	No 8,391
30 Number of stations	141	145

2' **Capital**—At the close of the year 1929-30 the total Capital including Construction and Suspense, invested in the Jodhpur Railway was:—

Railways	1928-29	1929-30	Difference
	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	4,11,21,628	4,27,60,902	+ 16,39,274
Jodhpur-Hyderabad Railway (British Section) ..	82,83,575	83,71,628	+ 88,053
Mirpur Khas-Khadro Railway	8,56,487	8,56,487	..

The property brought into the owners the following return on the Capital Outlay —

Railways	Capital Outlay on Open Line		Return on Capital Outlay	
	1928-29	1929-30	1928-29	1929 30
	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section) . . .	3,84,82,706	3,88,92,487	6 24	6 32
Jodhpur-Hyderabad Railway (British Section)	82,83,575	83,71,628	10·23	6 45
Mirpur Khas-Khadro Railway	8,56,487	8,56,487	10 52	7 66
Total	4,76,22,768	4,81,20,602	7 01	6 37

3 **Gross Earnings.**—The gross earnings from all the sources of the several Railways comprising the system amounted to Rs 93,68,124/- in the year under review as compared with Rs 1,01,72,084/- in the previous year. The decrease in the earnings is, therefore, Rs 8,03,960/

The gross earnings of each of the Railways comprising the system are given below together with similar figures for the year 1928-29,—

Railways	1928-29	1929-30	Increase	Decrease
	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	72,94,244	69,24,793		3,69,451
Jodhpur Hyderabad Railway (British Section)	27,27,654	23,33,919		3,93,735
Mirpur Khas-Khadro Railway	1,50,186	1,09,412	...	40,774
Total	1,01,72,084	93,68,124	.	8,03,960

4 **Net Earnings** —The net earnings ^{from} for all sources of the several Railways comprising the system amounts to Rs 30,63,237/- in the year under review as compared with Rs 33,39,373/- in the previous year. The decrease in the net earnings is, therefore, Rs 2,76,136/-

The net earnings of each of the Railways comprising the system are given below together with similar figures for the year 1928-29 —

Railways	1928-29	1929-30	Increase	Decrease
	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	24,01,970	21,57,187	55,517	...
Jodhpur-Hyderabad Railway (British Section)	8,47,291	5,10,103		3,07,188
Mirpur Khas-Khadro Railway	90,112	65,617		24,165
Total	33,39,373	30,63,237		2,76,136

5 **Operating Ratio** —The combined operating ratio of the several Railways comprising the system as a whole was 67.30 in the year under review as compared with 67.17 in the previous year.

The operating ratio of each of the Railways comprising the system is given below together with similar figures for 1928-29 —

Railways	1928-29	1929-30
Jodhpur Railway (Jodhpur Section)	67.07	64.51
Jodhpur-Hyderabad Railway (British Section)	68.91	76.86
Mirpur Khas-Khadro Railway	40.00	10.00

6 **Passenger Traffic** —The earnings from passenger traffic of the several Railways comprising the system amounted to Rs 35,64,019/- in the year under review as compared with Rs 36,41,500/- in the previous year.

The decrease in passenger traffic this year is, therefore, Rs 77,181/-

The statement below shows the number of and earnings from passengers carried by classes for the various Railways comprising the system —

Railways	Class	Number				Earnings			
		1928-29	1929-30	Increase	Decrease	1928-29	1929-30	Increase	Decrease
Jodhpur Railway (Jodhpur Section)	1st	3,022	3,209	187		Rs 46,275	Rs 47,563	Rs 1,308	
	2nd	17,321	17,054		267	1,32,741	1,24,992		7,749
	Inter	35,860	36,776	915		62,844	61,486		1,358
	3rd	2,206,433	2,274,048	67,615		22,43,913	22,80,897	36,944	
J H Ry (British Section)	1st	1,826	1,970	144		14,092	15,298	1,206	
	2nd	16,881	17,252	371		60,480	58,654		1,826
	Inter	69,007	60,803		8,199	60,102	52,677		7,425
	3rd	1,405,484	1,359,567		45,867	9,10,845	8,19,790		61,065
Mirpurkhas Khadro Railway	1st	43	57	14		196	303	107	
	2nd	878	587		288	1,694	1,171		523
	Inter	6,306	4,312		1,994	4,865	3,254		1,611
	3rd	178,042	115,753		62,289	1,08,433	67,934		35,479

It will be observed that there is heavy decrease in passenger earnings under 2nd class traffic and trivial decrease in Inter class traffic over the Jodhpur Railway. The decrease in 2nd class traffic is partly due to reduction in number of passengers and partly to reduction in the average distance travelled in comparison with last year. The decrease under Inter class is trivial and calls for no remarks. As regards increase in passenger earnings over Jodhpur Railway under 1st and especially under 3rd class traffic is due to opening of Samdari-Jalor Section.

Over the Jodhpur-Hyderabad and Mirpur Khas-Khadro Railways there are decreases in all classes except 1st class, the reasons for which are (1) heavy breaches over both the Railways during the months of July and August, (2) Pir Pithoro Fair having not been held due to outbreak of cholera in Sind during the month of September and (3) general depression in the movement of passenger traffic.

7 Goods Traffic—The total earnings from goods traffic of the several Railways comprising the system amounted to Rs 48,94,022/- as compared with Rs 54,71,651/- in 1928-29.

The decrease in the goods earnings in the year under review, therefore, is Rs 5,77,629/-.

The weight carried in the year under review is 1,012,161 tons against 877,620 tons in 1928-29, i.e., an increase of 134,541 tons.

The following table shows tons carried and earnings derived therefrom for the various Railways comprising the system—

Railways	Tons carried				Total Goods Earnings			
	1928-29	1929-30	Increase	Decrease	1928-29	1929-30	Increase	Decrease
	Tons	Tons	Tons	Tons	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	738,169	801,961	63,792		39,74,756	36,65,164		3,09,592
Jodhpur-Hyderabad Railway (British Section)	359,536	380,563	21,027		14,73,805	11,97,049		2,76,756
Mirpurkhas Khadro Railway	13,945	13,292		653	34,246	31,809		2,437

It will be observed from the foregoing table that over Jodhpur Railway (Jodhpur Section) and Jodhpur Hyderabad Railway (British Section) there are increases under tonnage hauled while decreases under earnings accrued therefrom. It is, therefore, obvious that during the year, under review, goods traffic was carried to shorter distances over both the Railways mentioned above, notwithstanding general depression in trade and carriage of considerable amount of low rate traffic. During the year under review, the number of average miles a ton of goods was carried on the whole system is 123 against 156 in 1928-29, i.e., 33 miles less.

The table below gives the tonnage hauled and the earnings thereof by commodities during the year under review together with similar figures for the year 1928-29:—

Commodity	1928 29	1929 30	1928 29	1929 30	Difference			
	Tons	Tons	Rs	Rs	Tons		Rupees	
					Increase	Decrease	Increase	Decrease
Fuel —								
1 Coal & Coke and patent fuel —								
(a) For the public	12,258	9,985	20,836	16,538		2,273		14,263
(b) For Foreign Railway and Home Line Construction								
(c) Total	12,258	9,985	20,836	16,538		2,273		14,263
2 Oil fuel ..	1,133	1,703	17,510	17,836	176		477	
3 Firewood & other fuel	5,417	5,763	12,864	14,745	226		1,881	
Heavy Merchandise —								
4 Rice in the husk	510	493	2,358	2,221		22		164
5 Rice not in the husk	18,569	23,226	1,00,885	2,10,471	4,227		58,581	
6 Gram and Pulses	25,481	18,015	2,719.1	1,16,771		7,706		1,57,900
7 Wheat	26,160	3,178	1,78,635	2,02,545		5,948		21,211
8 Jowar and Bajra	16,263	27,016	91,000	1,71,700		10,750		86,700
9 Other grains ..	53,697	30,720	5,55,145	2,07,340		22,977		3,47,700
10 Marble and stone	93,633	113,262	3,18,774	3,86,714		10,720		68,150
11 Salt	32,016	54,230	1,54,216	2,42,465		22,193		1,04,249
12 Sugar refined and unrefined	19,163	12,472	1,14,412	1,10,812		651		2,600
13 Wood unwrought	1,008	5,149	23,451	30,57	1,141		7,424	
14 Metallic ores	3	2	0	84		1		61
15 Oil seeds ..	25,523	21,700	1,66,481	1,45,00		3,758		40,486
16 Cotton raw pressed	27,462	16,884	6,63,435	2,66,265		10,578		2,47,191
17 Petrol (in bulk)	385	1,263	16,290	27,290	875		37,000	
18 Kerosine oil (in bulk)	583	521	14,140	11,095		65		3,036
19 Molasses (in bulk)	..	..	..	..
20 Total Heavy Merchandise	337,776	337,241	27,29,160	22,75,065	10,476			4,53,195
Light Merchandise —								
21 Cotton raw unpressed	15,911	8,570	1,17,291	62,632		7,339		50,700
22 Cotton manufactured	11,061	8,909	2,12,810	1,54,830		2,132		58,000
23 Lumber	6,705	10,700	83,211	50,118	3,000		1,960	
24 Fruits & vegetables fresh	5,602	6,545	43,017	41,500	1,243		1,573	
25 Gums, jaggery, molasses (not in bulk) etc	13,107	10,766	1,00,412	84,165		2,341		16,247
26 Jute raw	21	61	158	210	57		81	
27 Iron & Steel wrought	17,954	18,154	2,02,375	3,19,066		290		26,67
28 Kerosine oil in tins	8,126	10,000	1,61,065	1,65,091	1,579		22,02	
29 Petrol in tins	1,713	1,531	67,200	52,595		18		13,227
30 Tobacco	3,916	3,767	64,218	64,070		179		152
31 Ironwires	10,577	14,562	1,25,270	1,52,760	3,087		65,420	
32 Manures (all kinds)	70	152	694	557	82			137
33 Total Light Merchandise	91,886	94,031	12,16,874	12,06,665		85		9,200
34 Other commodities	97,491	101,287	10,28,400	9,82,310	5,746			46,150
35 Total General Merchandise	549,010	554,513	50,34,742	41,64,978	5,609			5,60,804
36 Military traffic	431	397	6,718	7,700		34		1,081
37 Live Stock	1,633	3,388	12,850	20,000	1,772		15,528	
38 Railway materials	132,862	150,403	1,88,107	1,38,100	17,541			50,003
39 Materials and Stores on revenue account								
(a) Fuel	55,982	62,827	1,33,625	1,08,485		3,150		25,143
(b) General stores and materials	187,700	233,562	96,076	91,552		85,86		1,824
(c) Total	193,682	286,389	2,29,701	2,03,037	92,707			26,667
40 Total all commodities	877,620	1,012,161	54,71,651	48,94,022	184,541			5,77,629

Brief explanations that led to the rise and fall of the principal commodities are given below. —

INCREASES —

Rice not in the husk — Increase of Rs 58,581/- is due to greater traffic from via Hyderabad (Sind) to stations on Jodhpur Railway and on the B. B & C I Railway via Marwar Railway Junction

Wheat.—The increase of Rs. 24,213/- is entirely due to exceptionally improved traffic from via Chilo and via Sujangarh to stations on Jodhpur Railway (Jodhpur Section) Last year the freight earned on the traffic from via Chilo and Sujangarh to stations on Jodhpur Railway amounted to Rs. 5,994/- whereas this year it amounts to Rs. 1,05,949/- which has resulted in an increase of Rs. 99,955/- which has compensated the big fall in cross traffic this year

Jawar and Bajra —The increase of Rs. 86,747/- is almost entirely due to heavier bookings from via Kuchaman Road, via Marwar Railway Junction and via Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section)

Marble and Stone —The increase of Rs. 68,140/- is chiefly due to greater traffic from Fedusar Quarries to stations on the Jodhpur Railway (Jodhpur Section) and to N W Railway stations via Hyderabad (Sind)

Salt —The increase of Rs. 1,04,252/- is due chiefly to larger bookings of salt from Pachpadra to stations beyond via Kuchaman Road and Marwar Railway Junction on account of retention of special rates The rise via Kuchaman Road is striking in as much as it alone contributes an increase of Rs. 93,000/-

Wood Unwrought.—The increase of Rs. 7,424/- is due to increases under traffic from via Marwar Railway Junction and Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section) and via Kuchaman Road to stations on Jodhpur-Hyderabad Railway

Petrol —Consequent on the development of use of motor cars and also the increased facilities provided for its carriage on this Railway this traffic is increasing There is an increase of Rs. 37,006/- under petrol in bulk and a decrease of Rs. 14,327/- under petrol in tins but on the whole there is net increase of Rs. 22,679/-

Fodder.—The increase of Rs. 16,862/- is mainly due to local bookings on Jodhpur Railway (Jodhpur Section)

Iron & Steel Wrought —The increase of Rs. 26,675/- is due to (a) extra-ordinary rise in traffic from via Kuchaman Road to stations on Jodhpur Hyderabad Railway, and (b) greater traffic from via Hyderabad (Sind) and Marwar Railway Junction to stations on the Jodhpur Railway (Jodhpur Section)

Kerosine Oil —There is an increase of Rs. 22,026/- under kerosine oil in tins and a decrease of Rs. 3,056/- under kerosine oil in bulk leaving net increase of Rs. 18,970/- which is due to greater traffic from via Hyderabad (Sind) to stations on the Jodhpur Railway, B B & C I. Railway and on the Bikaner State Railway

Provisions —The increase of Rs. 63,426/- is due to (a) rise in cross traffic from almost all vias, (b) increase in traffic from via Marwar Railway Junction and Kuchaman Road to stations on Jodhpur and Jodhpur Hyderabad Railways, and (c) from via Hyderabad (Sind) to stations on Jodhpur Railway (Jodhpur Section)

Live Stock.—The increase of Rs 18,529/- is due partly to more local traffic and partly to enhanced foreign outward traffic.

DECREASES —

Coal & Coke and patent fuel, for the public.—The decrease of Rs 14,353/- is mainly due to less traffic from via Kuchaman Road to stations on Jodhpur-Hyderabad Railway and Mirpur Khas-Khadho Railway. Due to cotton produce being below normal on account of heavy rains there was lesser demand of coal in factories.

Gram & Pulse.—The heavy fall of Rs 1,57,200/- is due to (a) unusual decay of traffic from via Marwar Railway Junction and Kuchaman Road to via Hyderabad (Sind), (b) less traffic from Jodhpur Railway stations to stations beyond Hyderabad (Sind), Kuchaman Road and Chilo and (c) decrease in traffic from Jodhpur Railway to Jodhpur-Hyderabad Railway.

Other Grains —The extra-ordinary loss of Rs 3,17,799/- is entirely due to excessive fall in cross traffic from via Kuchaman Road, Marwar Railway Junction and Chilo to via Hyderabad (Sind).

Oil Seeds —The decrease under this head amounts to Rs 10,186/- It is due to (a) less traffic from Jodhpur Railway and Jodhpur-Hyderabad Railway to via Chilo and Jodhpur Railway to via Kuchaman Road, and (b) less traffic from via Marwar Railway Junction to via Sujargarh and from via Kuchaman Road to via Hyderabad (Sind). From Jodhpur-Hyderabad Railway cotton seeds are exported for via Chilo but due to cotton produce being below normal traffic in cotton seeds went down.

Cotton Raw Pressed.—The loss under this head is also very heavy and amounts to Rs 2,87,193/- It is due to (a) abnormal decrease in traffic from via Marwar Railway Junction and Kuchaman Road to via Hyderabad (Sind), and (b) decrease in traffic from Jodhpur Railway and Jodhpur-Hyderabad Railway stations to stations beyond via Hyderabad (Sind).

Cotton Raw Unpressed.—The decrease of Rs 50,759/- is due to reduced local traffic of Jodhpur and Jodhpur-Hyderabad Railways and less traffic from Jodhpur Railway (J. Section) stations to stations beyond via Marwar Railway Junction.

Cotton Manufactured —The fall of Rs 58,210/- is mainly due to cross traffic from via Marwar Railway Junction and Kuchaman Road to via Hyderabad (Sind).

Gur, Jagree, Molasses (not in bulk) etc —The decrease of Rs 16,217/- is entirely due to fall in traffic from via Kuchaman Road to stations on the Jodhpur Railway system.

Railway Materials —The increase of 17,541 tons in weight against decrease of Rs 50,002/- in freight is due to materials being hauled for shorter distances for home line construction. The decrease in earnings is also due to less construction works having been executed in the year under review.

Fuel, on Revenue Account.—The decrease of Rs 25,143/- is due to less receipt of coal on account of less engine mileage run

8 Train Miles.—Statement below shows train miles for the year ending 31st March 1930, compared with the corresponding period of the previous year—

Description of Trains	Whole System			
	1928-29	1929-30	Difference	
			Increase	Decrease
	Miles	Miles	Miles	Miles.
Passenger	459,454	469,491	10,037	.
Mixed	848,857	880,989	32,132	.
Goods	408,082	316,531	...	86,551
Departmental	98,579	82,627		15,952
Total	1,809,972	1,749,638	42,169	102,503

The increase in passenger train miles is due to conversion of 1 Up Mixed between Merta Road and Jodhpur to Passenger train with effect from 1st September 1928

The increase in mixed train miles is due to running of more mixed trains on account of opening of Jalor-Samdari Branch and introduction of 19 Up and 20 Down Mixed trains on Hyderabad-Mirpur Khas Section

The decrease in goods trains miles is commensurate with the corresponding decrease in goods earnings

The decrease in departmental train miles is due to less running of ballast trains than in the previous year in which more works were carried out

9 Analysis of Working Expenses.—The working expenses of all the Railways comprising the system were Rs 63,04,887/- in the year under review against Rs 68,32,711/- in 1928-29

The working expenses by departments during the year under review as compared with those during the previous year were as follows —

Depart ment	Works	Metre Gauge			
		1928 29	1929 30	Difference	
				Increase	Decrease
		Rs	Rs	Rs	Rs
Engineering	Maintenance of Way & Works	16,28,354	20,20,927	3,92,573	
Locomotive	Maintenance & Renewal of engines, cost of fuel & other expenses attributable to motive power	22,38,381	17,93,398		4,39,983
Carriage and Wagon	Maintenance & Renewal of Carriage & Wagon Stock	11,68,177	7,14,636		4,53,541
Traffic	Commercial and Transportation	9,02,147	8,92,877		9,270
Agency and others	Management Audit Medical Stores and Police	5,89,966	5,89,185		781
Miscellaneous	Law Charges, Compensation, Contribution to Provident Fund etc	3,10,686	2,93,864		16,822
	Total	68 32 711	63 04 887		5 27,824

- (1) **Engineering.**—The increase under this head amounts to Rs. 3,92,573/- as detailed below .—

	Rs
(a) General Administration	6,585
(b) Ordinary Repairs and Maintenance	89,953
(c) Replacement and Renewals	2,96,035
Total	<u>3,92,573</u>

- (a) **General Administration.**—The increase of Rs. 6,585/- is due to—

- (i) Less amounts charged to construction during the year 1929-30 than in the previous year
- (ii) Usual annual increments to staff.
- (iii) Appointment of a Permanent Way Inspector for Mokalsar District consequent to the opening of the Samdari-Jalor Line

- (b) **Ordinary Repairs and Maintenance.**—The increase of Rs 89,953/- is due to—

- (i) Heavier expenditure incurred in connection with breaches, repairs to bridges, culverts, ballast and road fencing etc consequent to the heavy rains and floods over the Sind Section. The amount spent during 1928-29 for repairs to culverts etc. was below normal requirements.
- (ii) Extra ballasting having been done between Mirpur Khas-Hyderabad (Sind) as sanctioned by the Railway Board and also on account of freight on ballast and earthwork necessitated by floods and breaches

These excesses were, however, partly counter-balanced by (1) ballasting over Jodhpur Railway having been restricted in 1929-30, and (2) adjustment on account of the write back of the capital expenditure on an experimental Bore Hole at Khokhropar from Capital to Revenue having been carried out in 1928-29 whereas no such adjustment was made in 1929-30.

- (c) **Replacement and Renewals** —The increase of Rs. 2,96,035/- is due to—

- (i) Heavier programme of relaying having been carried out during the year 1929-30 over Jodhpur Railway and to full credit for the material released not having been afforded during the year 1929-30

This excess would have been greater but for the (1) programme of relaying over Jodhpur-Hyderabad Railway not having been carried out during the year, and (2) smaller sleeper programme having been carried out in 1929-30 than in the previous year

(2) **Locomotive**.—The decrease under Locomotives amounts to Rs 4,39,983/- It is distributed as under:—

	Rs
(a) General Administration	6,214
(b) Ordinary Repairs and Maintenance ...	—20,123
(c) Operating Expenses .. .	—81,989
(d) Replacement and Renewals .	—3,44,085
Total .	—4,39,983

The principal causes for the decreased expenditure are —

(a) **General Administration** —The increase is due to—

(i) The pay of Mr J H Stirling having been charged for the full year in 1929-30 against $1\frac{1}{2}$ months only in the previous year, his leave allowances being debited to a separate sub-head under Abstract F

(ii) Usual annual increments to staff

(b) **Ordinary Repairs and Maintenance**.—The decrease of Rs 20,123/- is mainly due to—

(i) Fewer repairs to machinery and tools having been carried out during the year 1929-30 than in the corresponding period of 1928-29

(ii) Improved working conditions in shops and less materials having been drawn during the year 1929-30 for repairs to Locomotives than in the previous year

(c) **Operating Expenses** —The decrease of Rs 81,989/- is due to—

(i) Less coal consumed in 1929-30 than in the year 1928-29 on account of less engine miles run during the year 1929-30

(ii) Revision in rate of freight on coal in 1929-30 and also less receipt of coal on account of the restrictions in booking coal to this Railway during December 1929 to February 1930

(iii) Less interest charges on Locomotives from the Jodhpur-Hyderabad Railway (British Section) during the year 1929-30 than in the corresponding period of 1928-29 consequent to the fall in the ratio of gross earnings during 1929-30.

(d) **Replacement and Renewals** —The decrease of Rs 3,44,085 is mainly due to adjustment on account of—

(i) Depreciation of Bikaner State Railway Rolling Stock payable by the Jodhpur Railway having been carried out during 1928-29

(ii) Cost of replacing 2 old boilers by 2 new boilers

(iii) Adjustment of the Revenue portion of the cost of replacing and writing off workshop machinery during 1928-29 whereas no such adjustments were made during 1929-30

(3) **Carriage and Wagon.**—The decrease of Rs 4,53,541/- under this head is due to the following:—

				Rs
(a) General Administration	..	...	...	6,622
(b) Ordinary Repairs and Maintenance		...	...	25,128
(c) Operating Expenses	...	..	..	—47,460
(d) Replacement and Renewals	..	.		—4,37,831
				<hr/>
Total	..			—4,53,541
				<hr/>

(a) The increase under General Administration is due to the reasons given under Locomotive-General Administration

(b) The increase under Ordinary Repairs and Maintenance is due to heavier repairs to coaching and goods stock having been carried out during the year 1929-30 than in the corresponding period of 1928-29.

The increase would have been greater but for less expenditure on equipment having been incurred during the year 1929-30 than in the previous year

(c) The decrease under Operating Expenses is due to—

(i) Receipts of hire charges on goods wagons loaned to Foreign Railways. Such receipts were formerly credited to Traffic earnings at the close of the year if in excess of charges but are now shown as reduction in working expenses as per Railway Board's orders

(ii) Less interest on vehicles from the Jodhpur-Hyderabad Railway (British Section) during the year 1929-30 than in the corresponding period of 1928-29 consequent to the fall in the ratio of gross earnings

(d) The decrease under Replacement and Renewals is mainly due to the reasons as given under Locomotives—Items (i) and (ii) under Replacement and Renewals

(4) **Traffic.**—The decrease of Rs 9,270/- is due to the following:—

				Rs
(a) General Administration	...	.	.	—4,642
(b) Ordinary Repairs and Maintenance	.	.		10,106
(c) Operating Expenses	..	.	..	—9,896
(d) Replacement and Renewals	..	..	.	—4,838
				<hr/>
Total				—9,270
				<hr/>

(a) The decrease under General Administration is due to the pay of the Deputy Manager Traffic not having been charged for the full period to this head during the year 1929-30 as that officer officiated as Manager of this Railway who remained on leave for 8 months

(b) The increase under Ordinary Repairs and Maintenance is due to heavier purchases of tarpaulins during the year 1929-30 against nil in the previous year

(c) The decrease under Operating Expenses is due to the following —
Rs

The heavier credit afforded to the head "Conference hire and penalty charges on interchanged stock" on account of larger payments received from Foreign Railways during the year 1929-30 which have this year been adjusted in reduction of working expenses as per Railway Board's recent orders. In previous years such credits were adjusted as receipts under Traffic Accounts —48,000

The decrease of Rs 48,000/- was, however, partly counterbalanced by the excess expenditure under the following —

(i) To the introduction of the Crew System over Chhor-Mirpur Khas and Jodhpur-Malwar Railway Junction Sections during the year 1929-30 against Mirpur Khas-Hyderabad and Kuchman Road-Merta Road only during 1928-29 15,000

(ii) (a) Usual annual increment to staff, (b) relieving signallers pay having been debited to this head during the whole of the year 1929-30 against one month only in the previous year 1928-29 (c) appointment of extra staff at certain stations and staff for Samdari-Jalor and Jalor Bhinmal Sections, and (d) Makrana Parbatsai Line staff having been charged for the full year against 8 months only in the previous year 1928-29 23,000

(d) The decrease under Replacement and Renewals is due to the adjustment on account of depreciation on two ticket printing machines having been carried out during the year 1928-29 whereas no such adjustment was made during 1929-30

(5) Agency and Others —The decrease of Rs 781/- is as explained below —

(a) Leave allowances in England	.. ..	—3,758
(b) Accounts and Audit Department	. ..	—2,451
(c) Agency	. ...	3,883
(d) Stores Department	.. ..	4,289
(e) Telegraph	. ...	—4,835
(f) Government Telegraph Department for rent etc,	. .	3,896

(a) The decrease under "Leave Allowances in England" is due to less amount of leave allowances having been paid to officers in England during the year 1929-30 than in the year 1928-29

(b) The decrease under "Accounts and Audit Department" is due to—

- (i) The payment of difference between the sterling overseas pay and additions to pay of Mr O'Callaghan, late Auditor, Jodhpur Railway having been made during 1928-29 whereas no such payment was made during 1929-30
- (ii) The vacancy of Senior Travelling Inspector of Accounts having been filled in temporarily for a period of 6 months by a junior man on the minimum pay of the post
- (iii) The transfer of the services of Superintendent Goods for 6 months i.e., August 1929 to February 1930 and to the appointment of staff on lower pay to fill in his vacancy for this period
- (iv) Less expenditure under contingent charges

These savings, however, were partly counterbalanced by the grant of usual annual increments to staff

(c) The increase under "Agency" is due to—

- (i) Usual annual increments to staff
- (ii) Appointment of Mr Ghisoo Lall as Honorary Assistant Secretary and also due to the pay of the Secretary and Controller of Stores having been charged for the full year in 1929-30 against 8 months in 1928-29 as he remained on leave for 4 months during 1928-29 his leave allowance being debited to a separate sub head

The increase would have been still greater but for the retirement of Superintendent Statistics

- (d) The increase under "Stores Department" is due to the pay of the Controller of Stores having been charged for the full year 1929-30 against 8 months in the year 1928-29 as the officer was on leave during that year
- (e) The decrease under "Telegraph" is mainly due to the pay of relieving signallers having been debited to the head E III-I (b) under operating expenses of the Traffic Department during the year 1929-30 against only one month in the year 1928-29
- (f) The increase under "Government Telegraph Department for rent etc" is due to the opening of Samdari Jalor Line

(6) Miscellaneous.—The decrease of Rs 16,822/- is arrived at as follows—

	Rs
(a) Bonus	8,000
(b) Gratuites	2,000
(c) Health & Welfare Service	3,000
(d) Indian charges on stores excluding fuel	—38,000
(e) Passage money	—2,000

- (a) The increase under "Bonus" is due to usual annual increments to staff and to additions in the number of staff consequent to the opening of the Samdari-Jalore Line

- (b) The increase under "Gratuities" is due to larger payment of gratuities during 1929-30 than in the previous year
- (c) The increase under "Health and Welfare Service" is due to the improved sanitary arrangements at Mupur Khri during the year 1929-30 on account of providing more latrine pans and disinfectants
- (d) The decrease under 'Indian charges on stores excluding fuel' is due to the purchases from India having been restricted as considerable quantities of material were returned by the Deputy Manager Engineering, also due to less receipt from England
- (e) The decrease under 'Passage money' is due to fewer number of passages having been paid to the officers during 1929-30 than in the year 1928-29

10 Working Expenses —

These figures are further analysed as under —

Heads	1928 29	1929-30	Difference	
			Increase	Decrease
	Rs	Rs	Rs	Rs
General Administration	12,11,021	12,47,425	36,404	
Ordinary Repairs and Maintenance	18,11,477	19,16,783	1,05,306	
Operating Expenses other than Fuel	15,10,281	14,41,338		68,943
Fuel	8,03,864	6,93,992		1,09,872
Renewals and Replacements	14,96,068	10,05,349		4,90,719
Total Working Expenses	68,32,711	63,04,887		5,27,824
Deduct-Non Budget Worked Lines	1,48,323	43,765		1,04,557
Suspense	98,347	—1,76,550		2,74,897
Net Working Expenses	67,82,736	60,84,572		6,98,164

The increase of Rs 36,404/- under General Administration is due to the following —

- (i) Usual annual increments to staff
- (ii) More interest on buildings having been paid by the J H Railway during the year 1929-30 than in the year 1928-29
- (iii) Improved sanitary arrangements at Mupur Khri
- (iv) The payment of grant-in-aid to the European Day School having been made during the year 1929-30 against nil in the previous year as the school was temporarily closed

The increase of Rs 1,05,306/- under Ordinary Repairs and Maintenance is due to—

- (i) Heavier expenditure incurred in connection with breaches and repairs to bridges, culverts, ballast and road fencing etc consequent to heavy rains and floods over the Sind Section
- (ii) Heavier repairs to coaching and goods stock having been carried out during 1929-30 than in the year 1928-29

(ii) Heavier purchase of tarpaulines during the year 1929-30

The decrease of Rs 1,78,815/- under Operating Expenses is due to—

- (i) Less consumption of coal and less freight charges consequent to the revision in the rate of freight and also to restriction in booking coal to this Railway during December 1929 to February 1930
- (ii) Smaller payment of interest on Rolling Stock during the year 1929-30 consequent to fall in ratio of gross earnings
- (iii) Hire charges on goods wagons received from Foreign Railway—were formerly credited to the Traffic Account which have now been shown as reduction in the working expenses as per Railway Board's orders. This also applies to "Conference hire and penalty charges on interchanged stock"

The decrease of Rs 1,90,719/- under Replacements and Renewals is due to adjustment on account of depreciation on Rolling Stock of the Bikaner State Railway payable by the Jodhpur Railway having been carried out during 1928-29 whereas no such adjustment was made during 1929-30

These savings were, however, counterbalanced by the following —

- (i) Heavier programme of relaying over Jodhpur Railway having been carried out during the year 1929-30

11 Capital Expenditure (Final Heads) during the year 1929-30 —

The table below gives the Capital Expenditure (excluding Construction and Suspense) against final capital heads for the year 1929-30 as also similar information for the previous year —

Heads	EXPENDITURE ON							
	Jodhpur Railway				Jodhpur Hyderabad Railway			
	1928-29	1929-30	Difference		1928-29	1929-30	Difference	
			Increase	Decrease			Increase	Decrease
	Rs	Rs	Rs	Rs	Rs	P	Rs	Rs
1 Structural Engineering Works	11,94,868	8,63,749		3,30,619	1,55,571	94,212		61,659
2 Equipment	—54,894	19,014	1,03,908		3,981	—74		4,055
3 Rolling Stock	—3,61,807	1,04,350	1,66,157					
4 General Charges								
5 Collieries								
6 Miscellaneous								
Purchase of Mirpur Khas Jhudo Line					11,48,649			11,48,649
Total	7,77,667	10,17,113	2,39,446		13,08,501	94,188		12,14,363

12. Stores Balances —

Years	Stores Balances
1928-29	.. 14,32,774
1929-30	. 11,97,763
Difference	.. —2,35,011

The decrease of Rs 2,35,011/- during the year under review is mainly due to the following reasons —

	Rs
(a) Heavier issues of rails, crossings, switches, spikes dog, and sleepers Deodai etc for relaying and construction work	—44,000
(b) Reduction in balance of buffers, flexible screw coupling tyres, steel C & D axle, steel boxes, springs, hooks for buffers etc on account of larger demand from the Assistant Works Manager	—39,000
(c) Heavier consumption of copper scrap tin block and leadpig	—47,000
(d) Much of the timber proposed to be purchased during 1929-30 was actually received on books after the year was closed	—35,000
(e) Restrictions in booking of coal from the collieries during December 1929 to February 1930 which resulted in a fall in balances	—35,000
(f) Sale of machinery from the surplus stock	—27,000
(g) Composed of minor decreases under certain classes	—8,000
	<hr/> —2,35,000 <hr/>

13 Compensation Claims —The following table gives the net amount paid on claims compensation as compared with the previous year:—

PARTICULARS,	AMOUNT PAID		DIFFERENCE	
	1928-29	1929-30	Increase	Decrease
	Rs	Rs	Rs	Rs
Jodhpur Railway (Jodhpur Section)	1,778	2,327	549	
Jodhpur-Hyderabad Railway	737	858	121	
Total	2,515	3,185	670	

The differences are trifle and call for no remarks

The table below gives the number of claims dealt with during the year under review:—

Particulars	1928 29	1929-30
	No	No
Number of claims on hand from previous year	111	78
Number of claims received and re-opened	686	945
Total	797	1,023
Number of claims settled by payment	332	467
Number of claims declined or withdrawn	387	417
Number of claims on hand at the close of the year	78	139

Increase in the number of claims received is presumably due to greater volume of traffic having been hauled in the year under review on account of rise in the tonnage handled against fall in the earnings accruing therefrom

14 **Staff**—The total number of the employees at the end of the financial year 1929-30 was 8,391 as compared with 7,770 in the previous year

Particulars.	STAFF AND COST					
	1928-29		1929-30		Difference	
	No	Cost	No	Cost	No	Cost
Europeans . . .	30	Rs.	30	Rs	.	Rs
Anglo-Indians	22		23		+1	
Indians . . .	7,718		8,338		+620	
Total ..	7,770	27,03,502	8,391	27,51,791	+621	+48,289

The increase of Rs. 48,289/- is chiefly due to the following reasons:—

	Approximate Amount
(1) More labour employed for repairs to Rolling Stock during the year	Rs 40,000
(2) (i) More temporary gangs having been engaged during the year consequent to the heavy rains and floods over Sind Section	
(ii) To the appointment of Engineering and Traffic staff consequent to the opening of Sumeri-Jalor Section and the pay of Makrana-Palatsar staff having been charged for full year against 8 months in the previous year	63,000
(3) To the introduction of the Crew System over Chhor-Mirpur Khas and Jodhpur Marwar Ry Junction Sections during the year 1929-30 against Mirpur Khas-Hyderabad and Kuchaman Road-Merta Road only during 1928-29	15,000
(4) (i) To larger payment of gratuities during 1929-30, and	
(ii) More bonus paid to staff consequent to additions in the number of staff and usual annual increment	10,000
(5) Composed of minor increases and to usual annual increments to officers and subordinate staff	23,000
(6) Fewer construction works carried out during the year	—83,000

(7) To the payment of difference between sterling overseas pay and additions to pay of Mr O'Callaghan, late Auditor during 1928-29 whereas no such payment was made during 1929-30 . . .	—4,000
(8) Fewer programme works <i>etc.</i> , relaying and sleepers etc having been carried out during the year 1929-30 resulting in less labour charges .. .	—16,000
Total ..	<u>48,000</u>

15. IMPROVED FACILITIES ON THE OPEN LINE.

Sidings — Minor extensions had been carried out to the sidings at Sursagar Quarries and a siding from Makrana Parbatsar Branch to Oliver's Quarries to facilitate the extraction of marble was completed

Staff Quarters — A number of staff quarters for subordinates have been provided

Workshops and Stores — A Wheel Drop Pit has been provided at Barmer and numerous minor works have been carried out in the shops and stores at Jodhpur

Water Supply. — A Water Softener has been installed at Barmer

16 **Miscellaneous** — 63 miles of main line between Luni Junction and Sind Frontier have been relaid with 60 lb rails thus completing the Luni-Chhor Section with 60 lb rails

A considerable programme of ballasting has been carried out on the section between Munabao and Hyderabad (Sind) and 48 miles of line have been completely reballasted

Further progress with the reduction of grades was made on the Jodhpur-Hyderabad Railway and certain regrading carried out on the Phalodi Branch to reduce trouble due to drift sand on the line

17 Other Miscellaneous works include —

- (1) Dial Dormant Machine at Balotra
- (2) Strengthening of minor bridges
- (3) Provision of additional culverts on Jodhpur-Hyderabad Railway for passage of flood water As a result of exceptional rain-fall during monsoon of 1929 it was found necessary to rebuild or construct a total of 22 bridges on the Jodhpur Railway including 1 major bridge of 2 spans of 40 ft

18 **Accidents and Floods** — In the eastern portion of the Railway exceptional rains occurred between 22nd and 25th July resulting in considerable breaches in the main line between Kuchaman Road and Gachhipura and through traffic was suspended from 22nd of July until the afternoon of 28th July The same rain caused serious damage to the Makrana-Parbatsar Branch which was closed from 23rd of July to 13th of

August In the neighbour of Barmer heavy rains on 26th and 27th of July occasioned serious breaches between Kavas and Bachbhar and the main line was closed from the 27th to 30th July Due to minor breaches the Samsari-Jalor Branch was closed from the 27th July to 1st August

In Sind most exceptional heavy rains and consequent floods occurred in July and August rendering a large part of the country water-logged and the passage of trains over unballasted track extremely difficult.

No breaches necessitating cancellation of trains occurred in the main line although very extensive measures of bank protection and provision of ballast had to be undertaken Over lightly ballasted portions of the track the train service was only maintained with great difficulty and under very severe restrictions of speed

On the Jhudo Branch the line was flooded in several places for considerable periods resulting in severe restrictions to train service beyond Digri up to which the service was only interrupted for about a week

On the Khadio Branch floods severely damaged the line on four separate occasions on the first 40 miles resulting in total suspension of traffic from the 14th July to 2nd of September Lack of ballast on the line materially delayed the re-opening of the line

19 Lines under Construction—During the year under review the following works were carried out.—

- (1) The survey of the Bhinmal-Sanchor Line was taken in hand and final alignment fixed up to Raniwara
- (2) The section upto Jalor of the Samdari-Bhinmal Branch was opened to all traffic on 1st May 1929 and the platelaying carried out upto Bhinmal

20 Plant and Machinery—The experimental design of "Wash-out and Water Reclaiming Plant" installed at Jodhpur and Barmer Sheds have proved most satisfactory, and resulted in an appreciable saving in water, a reduction in the time taken in filling up boilers and tenders besides helping in cleaning engines and tenders

A new Selson Lathe was installed at Barmer

An electric light charging set is on order for use at Phulera in boosting up train lighting accumulators

An investigation is being made of the possibility and advantages to be gained by replacing certain steam and manual pumps on this Railway with Internal Combustion Pumping Installations

Boiling operations are carried out in well No 2 at Merta Road

21 Workshop Improvements—Several additional machine gantries have been erected in workshop which materially reduce the time taken in getting work in and out of the machine.

The inauguration of a Loco Stores for use of shops, sheds and Carriage Examiners is under consideration of a Committee. Complete lists of stock having been drawn up

A further reduction in both the Carpenter and Trimmer Shops was effected this year

Methods of improving the painting of our carriage stock is under consideration

22 Additions, Improvements, Innovations and Experiments in Rolling Stock—One bogie petrol tank No. 2805 purchased from England has been put into commission

Bogie water tanks Nos 2886, 2887 and 2888 have been put into service

Sunbeam headlights have now been fitted to all engines working on the main line

One superheated F class boiler is on order for trial against the saturated boiler on the Phalodi Section

Six more engines have been fitted with vacuum brakes

Two engines have been fitted with Rocking Grates

A programme has been drawn up to replace old type buffers on this Railway stock with a stronger and more modern design of buffer

Mr H Vardon's Patent Journal Lubrication Pads are on trial on tenders, carriage and wagon axle boxes

The work of rebuilding coaching bodies on old underframes will be taken in hand from the Raj year 1930-31

Latrines of lower class stock are now being enlarged and provided with electric light and ventilations

Arrangements are being made (i) to prevent water from the privies finding its way into the compartment and (ii) to fit latrines with hooks

Proposals to provide water tanks for latrines in lower class stock on mail trains and through services is under consideration

An experimental design of bogie function roller blocks is under construction. The object of this experiment is to reduce side roll on bogie carriages and generally improve their running

The following statement shows the new rolling stock placed on the line during the year ending 31st March 1930 —

Description of stock					No of stock added.
Goods Stock					
Petrol tanks, bogie	.	..	..		2
Water tanks, bogie	.	..	.	...	3
Total					5

Statement below shows the number and tractive efforts of Locomotives up to 31st March 1930 —

Type of Locomotives	Total No of Engines	Average tractive efforts	Total tractive efforts
E Class	1	6,557	6,557
E " " " "	1	6,557	6,557
EE " " " "	7	8,450	59,150
F " " " "	12	9,685	116,220
FO " " " "	12	7,766	93,192
Q " " " "	6	8,351	50,106
M " " " "	11	13,922	153,142
P " " " "	21	12,518	262,878
SP " " " "	10	14,291	142,910
MS " " " "	10	15,957	159,570
HG (a) Class	5	19,584	97,920
HG (b) " "	6	20,825	124,950
HG (c) " "	3	20,825	62,475
T Class	3	15,541	46,623
Total	108	.	1,382,250

23 Train Running —I Up commenced working vacuum between Marwar Railway Junction and Merta Road and 2 Down between Jodhpur and Marwar Railway Junction from 18-6-1929

An additional mixed train each way was put on between Mirpur Khas and Hyderabad (Sind) from 1-9-1929

From 31-12-1929 a special road motor service was started to carry the mails received at Jodhpur by the East Bound Weekly Air Mail to Falna, a distance of 85 miles. From Falna the mails are carried by the B B and C I Railway I Up Mail

Ajmer-Merta Road B T commenced running between Ajmer and Bilara instead of between Ajmer and Merta Road from 1-6-1929

24 New Stations opened for paid Telegraph Traffic.—Jalor on Samdari-Marwar Bhinmal Line was opened for paid telegraph traffic from 15-4-1929

Badwas was opened for paid telegraph traffic from 2-5-1929

Ladnun on Jaswantgarh-Ladnun Section was opened for paid telegraph traffic from 11-6-1929

25 Stations and Sections opened for Traffic —Samdari Jalor Section was opened for passenger traffic from 1-5-1929

Badwas was opened for crossing trains from 2-5-1929.

Ladnun Branch was opened for line clear working from 12-6-1929

Marwar Bogra and Sarat flag stations on Samdari-Marwar Bhinmal Branch line opened for all description of local and through goods traffic from 15-2-1930

Modran station on Samdari-Marwar Bhinmal Branch line was opened for all description of local and through goods traffic from 1-3-1930

26 Special Trains —(a) Special trains were run for the first time in connection with fairs at the Khed Temple near Balotia and Beri Ganga near Darjar. These services proved attractive and it is hoped will increase the attendance in future.

(b) Special trains ran as before in connection with annual fairs at Tilwara, Parbatsar, Mandor and Ramdeo with improved results excepting a shortage of cattle wagons at Parbatsar due to very heavy demands of wagons for refugees from the floods in Sind.

(c) A Special train with a Dining Car composed of the B B and C I and Jodhpur Railways stock ran on 23/24-1-1930 and 25/26-1-1930 for a party of British School Boys.

27 Overcrowding of Passenger Trains —Census were carried in the months of May and November 1929. 62 trains were checked in May and 9 cases of overcrowding were found. 20 trains were checked in November and 1 case of overcrowding was found.

28 Publicity —Notices were published in newspapers and posters distributed for fairs and opening of new branches.

29 Breaches —Details of train services restricted are given Below:—

Main Line, Gadra Road-Barmer —From 27-7-1929 to 30-7-1929 all through communication was stopped.

Parbatsar Branch —Train services were suspended from 23-7-1929 to 12-8-1929 and from 13-8-1929 to 19-8-1929, a restricted service of one train each way ran.

Jalor Branch.—Service was suspended from 23-7-1929 to 31-7-1929 and transhipment of passengers and parcels maintained from 1-8-1929 to 11-8-1929.

Ladnun Branch —Train services were suspended for a day on 23-7-1929.

Merta City Branch —Train services were suspended from 25-7-1929 to 26-7-1928.

Main Line Merta Road-Kuchaman Road Section —Through communication was stopped from 23-7-1929 to 26-7-1929 between Besroh and Kuchaman Road and a restricted service of one train ran from 27-7-1929 to 1-8-1929.

Khadro Branch —Train service was suspended from 14-7-1929 to 22-7-1929. Train ran up to Patoyun from 23-7-1929 to 26-7-1929.

Train service was suspended from 29-7-1929 to 15-8-29. From 16-8-1929 to 20-8-1929 train ran to varying stations.

Train service was again suspended from 21-8-1929 to 4-9-1929 excepting train ran upto Patoyun for 5 days.

Jhudo Branch.—A restricted service of one train ran to varying stations from 16-7-1929 to 24-8-1929.

Train service was cancelled from 25-8-1929 to 1-9-29

A restricted service of one train ran to varying stations from 2-9-1929 to 30 9 1929

30 **Marshalling of Goods trains for long Distance**—Goods trains are marshalled only for local stations

~~31~~ **Concessions issued to Passengers in regard to reduction in fares**—(a) First, Second, Inter and Third class return tickets on payment of a fare and one third from any station on this Railway distance 100 miles and over from Ladnun to visitors travelling to Ladnun to pay respect to His Holiness Shri Puj Maharaaj of Terapanthi Swetambar Jains from 14-7-1929 to 14-11 1929

(b) First class mileage coupon books for merchantile firms at 15 pies per mile for total distance of 3,000 miles were issued from 1-10-1929

(c) First, Second and Inter class return tickets at one and one third fare for double journey during Christmas and New Year Holidays were issued from the 13th to 31st December 1929

(d) First and Second class return tickets at a fare and one third and Third class return tickets at a fare and a half to visitors travelling from stations Ohlor to Hyderabad (Sind) and via to attend the Urs Fair of Khawaja Mohiuddin Chisti at Ajmer were issued from 29-11-1929 to 8-12-1929

(e) First and Second class return tickets on payments of single fare were issued to members of the Institute of Engineers and students travelling to attend the 10th Annual General Meeting of the Institution held in Bombay from the 27th to 30th January 1930

32 **Fairs and Exhibitions**—The following fairs were held,—

- 1 Ramdeo Fair at Ruucha near Philodi station
- 2 Cattle Fair at Parbatsar near Makina station
- 3 Chattri Fair near Tilwara station
- 4 Khed Temple Fair near Balotra
- 5 Ben Ganga Fair near Dagar
- 6 Odeolal Fair near Khesano Nasarpur Road station

33 **Safety First**—Safety First notices have been erected in shops Besides training of running staff in First Aid, a scheme for giving training to office staff is under contemplation

34 **Travelling without Tickets and Crew System**—The work of the crews was revised in September 1929 It was found that there was a steady increase both in earnings and in the number of passengers carried upto June 1929, compared with the figures for the corresponding period of the previous year The figures for July to September 1929, however, showed a general decline due probably to floods, breaches, and a cholera epidemic in Sind As these results were not sufficiently conclusive to warrant the permanent adoption of the system a further extension of the sanction upto April 1930 was obtained A review of the work made in March 1930 was again inconclusive so far as figures of passengers carried and earnings were concerned

As, however, the system has undoubtedly led to a great reduction in illicit travel and has moreover forced passenger coaching earnings into booking offices, a recommendation has been made to extend the existing period of trial upto 30th April 1931 during which period further statistical figures will be accumulated to demonstrate the value of the system

35 Motor Bus Competition —Owing to floods in Sind no road motor service ran excepting two, one between Mirpur Khas and Digri via Muwa and Jamesabad and the other between Mirpur Khas and Khupro

Motor services have been licensed and controlled by the State in the Marwar territory

36 Difficulties in meeting goods traffic Requirements —No difficulty has been experienced in meeting goods traffic requirement

37 Small-Pox.—To avoid infection from small-pox outbreaks in epidemic form, staff whose vaccination dated over five years were required to re vaccinate themselves.

38 Experiences with Engines Fitted with Caprotti & Levitz Valve Gears —This Railway has had no experience with either Caprotti or Levitz valve gears

39 Local Advisory Committees —There are no Advisory Committees on this Railway

40 Vendors' Stalls —In consequence of opening of Samdari-Jalor extension vendors have been provided at —

Name of Station.	No of Vendors.
Mokalsar	1
Jalor	2

Vendors have been increased at the following stations —

	No. increased.
Baizer . . .	2
Bilara . . .	2
Dhoro Naro . .	1
Jamesabad . .	2
Jodhpur . . .	3
Luni Junction . . .	6
Marwar Pal . . .	4
Mirpur Khas . . .	5
Pipar Road . . .	2
Tando Jam . . .	3

41. Waiting Rooms —Waiting rooms for 1st and 2nd class passengers were provided at Mokalsar and Jalor.

42 *Miscellaneous Facilities.*—New benches were provided at the following station platform:—

	No of benches provided		
Degana	1
Jalor	1
Balotra	2

Platform benches of new type are being provided

Indication boards have been provided at Mupur Khars to guide passengers to that part of the platform where their particular trains will stand

43 *Statistics*—Some of the important working results are given below:—

(a)—*Coal Consumption*—

Particulars	1926-27	1927-28	1928-29	1929-30
Coal Consumption per Engine Mile Passenger and Mixed	45 04	45 13	44 63	47 8
Coal Consumption per Engine Mile Goods	65 02	62 77	68 27	65 6
Coal Consumption per Engine Mile Shunting including Siding	24 94	27 62	31 94	31 5
Coal Consumption per 1,000 Gross Ton Miles passenger and proportion of Mixed	191.54	189.92	180 56	164.3
Coal Consumption per 1,000 Gross Ton Miles, Goods and proportion of Mixed ..	169 64	157 86	151 37	157 1

Coal control on this Railway was brought into force during the year 1925.

The original system adopted was adapted from the system of coal control at that time in force on the B & N W Railway, a Loco Officer from this Railway having been sent to Gorakhpur to investigate this very important subject.

The system adopted has, during the last 5 years, been subject to considerable revision and improvement, its efficiency being indicated by the appreciable and satisfactory reduction in coal consumption per 1,000 gross ton miles

During the year 1925, the coal consumption figures were—

Passenger & proportion of Mixed	228 lb per 1,000 gross Ton Miles
Goods " " " " " "	209 " " " "

Commencing from 1st January 1927 a chart has been kept. This chart indicates the consumption figures for the last 3 years

The satisfactory results obtained during the last few years can chiefly be attributed to.—

- (1) The installation of softening plants for the treatment of the worst feed waters

802119

(2) The close co-operation which exists between shed Foremen and footplate staff

It would be interesting to note that our coal bill during the year under review absorbed 28 days' gross earnings

(b)—Engine Oil Consumption (in pints)—

Particulars	1926-27	1927-28	1928-29	1929-30
Passenger and Mixed per 100 Engine Miles .	6 55	6 62	5 98	5 68
Goods per 100 Engine Miles	6 48	6 20	5 96	4 88

(c)—Average speed of trains—

Particulars	1926-27	1927-28	1928-29	1929-30
Passenger	18 81	18 12	18 5	18 3
Mixed	13 3	13 1	13 0	13 0
Goods (Main Line) .	10 19	10 52	10 73	10 73
Goods (Branch Line) . .	9 80	10 41	11 24	10 65

(d)—Average train load (in vehicles in terms of 4 wheelers)—

Particulars	1926-27	1927-28	1928-29	1929-30
Passenger	20 48	20 42	19 64	22 0
Goods (Main Line) . . .	46 3	48 1	53 68	54 0
Goods (Branch Line) . .	18 63	18 47	21 86	23 0

(e)—Average starting wagon load—

Particulars	1926-27	1927-28	1928-29	1929-30
Coal and Coke	9 99	9 11	10 63	10 4
Heavy Merchandise . .	7 42	7 48	7 82	8 31
Light Merchandise	3 60	4 14	3 67	3 31

44 **Inspections**—The Railway was inspected by the Senior Government Inspector in December 1929 and January 1930

45 **Personnel** —Commander A W Wood was appointed to succeed Mr F W Wilby as Auditor of Accounts, Jodhpur Railway. He assumed charge of his duties in Jodhpur on 12-2-30 A N.

Mr H G D'Mellow, Probationary Assistant Controller of Stores was confirmed as Second Assistant Controller of Stores after successfully undergoing a course of training.

Mr. Ghisoo Lall was confirmed as Honorary Assistant Secretary from 1-11-1929.

Major J W Gordon proceeded on 8 months and 4 days' leave on the 8th April 1929 F N handing over charge to Mr R J Baumgartner, Deputy Manager Traffic who acted as Manager. During Mr Baumgartner's tenure of office as Manager, Major G F Evans officiated as Deputy Manager Traffic, Mr G T Simpson as Deputy Traffic Manager Claims and Mr Shriv Ram as Assistant Traffic Superintendent.

Major Gordon resumed his duties on return from leave on 16-12-1929 F N from which date the officiating arrangements made in his leave vacancy ceased.

Mr R A Tarleton, Deputy Loco Superintendent proceeded on 1 month and 14 days' leave on 5-6-1929 F N handing over charge to Mr T E Jones, Assistant Loco Superintendent who officiated as Deputy Loco Superintendent. Mr Jones reverted to his original appointment from 19-7-1929 on return of Mr Tarleton from leave.

Mr C. L. Kumar, Assistant Engineer proceeded on 3½ months' leave on 14-2-30 A N.

Mr G T Simpson, Assistant Traffic Superintendent proceeded on 8 months' leave on 30-3-30 F N.

Mr Ganga Singh, Assistant Traffic Superintendent availed of 8, 3 and 22 days' leave from 8-10-29, 6-11-29 and 3-1-30 respectively.

Mr Din Dayal Bedi, Assistant Traffic Superintendent availed of 5, 7 and 16 days' leave from 21-10-29, 8-11-29 and 9-12-29 respectively.

Mr. A E D'Mellow proceeded on 28 days' leave on 31-3-30 F N.

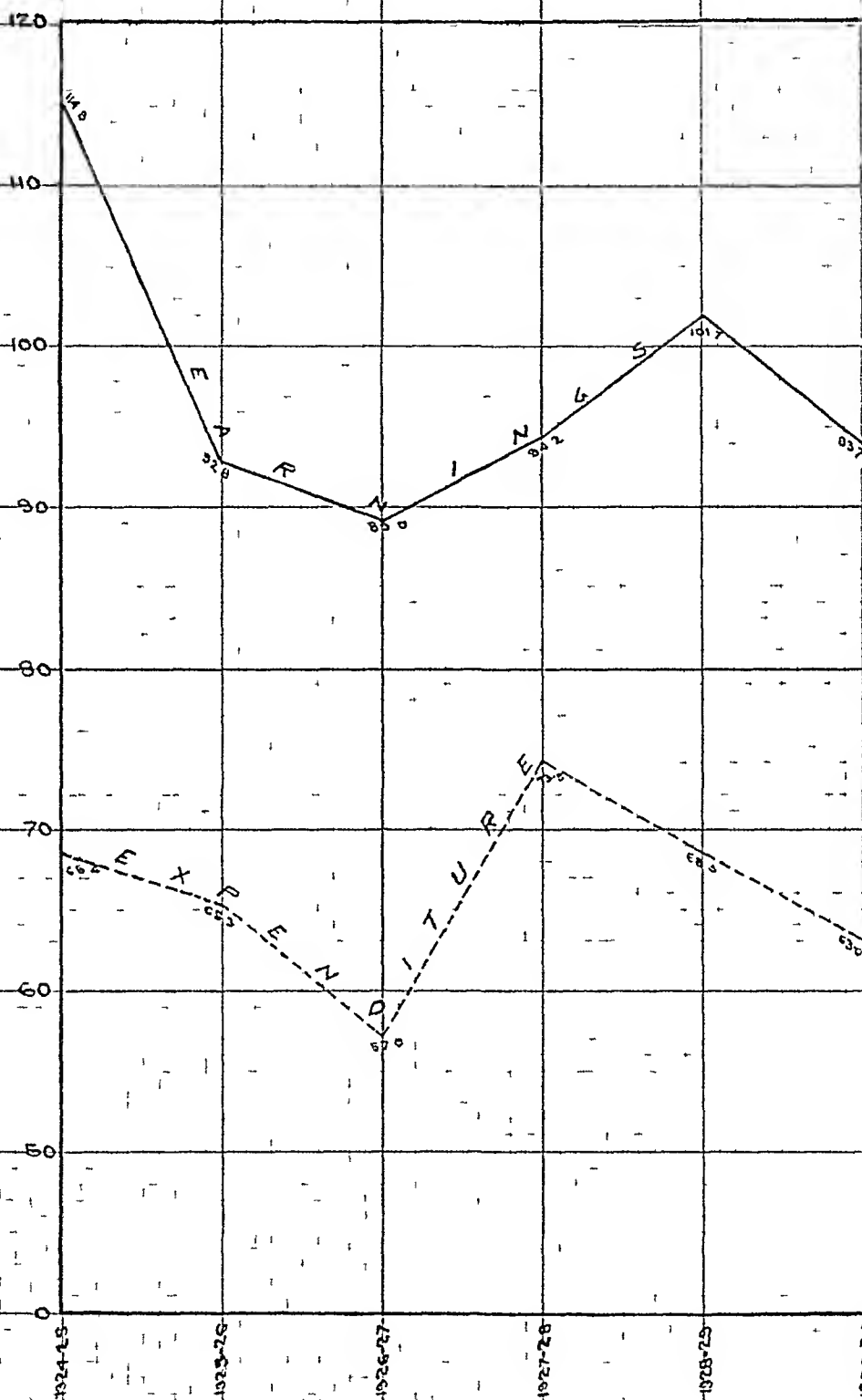
Mr K Cantlie, Assistant Loco Superintendent resigned his appointment on 6 months' notice from 1st April 1929. He was allowed to spend the period of notice on leave.

Mr R A Tarleton, A I R O underwent a course of military training under the Commanding 8th Armoured Car Company, Royal Tank Corps, Kirkcree from 6-5-29 to 4-6-29.

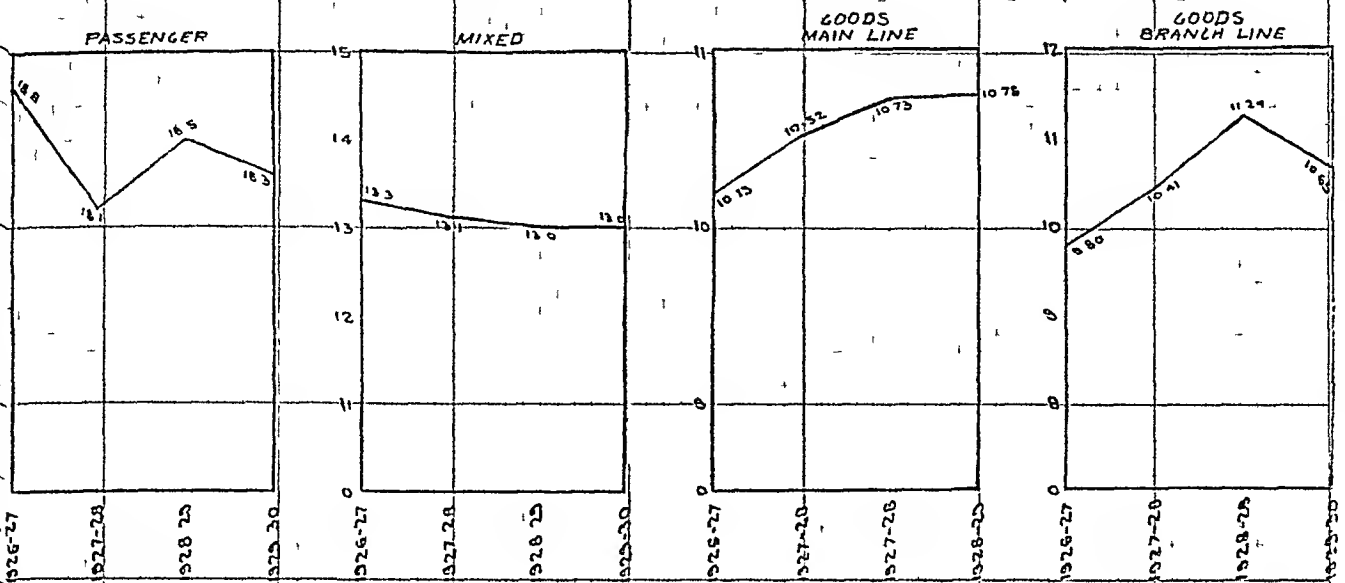
I have the honor to be,
 Sir,
 Your most obedient servant,
 J W GORDON,
 Manager,
 Jodhpur Railway

EARNINGS AND EXPENDITURE

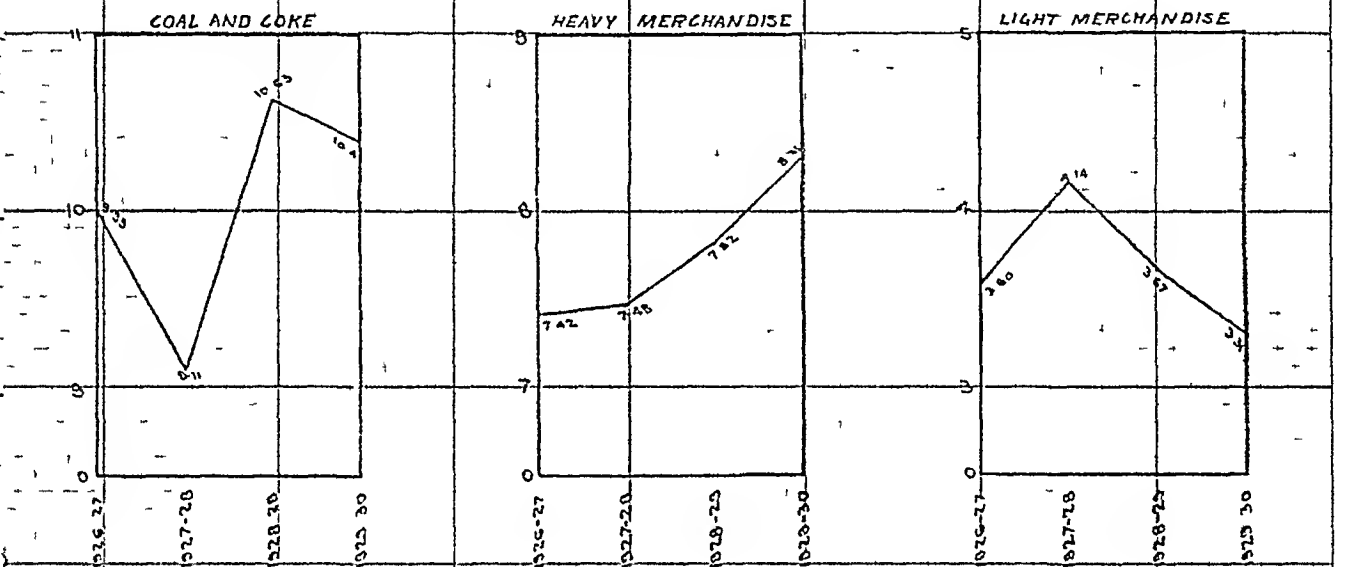
(IN LAKHS OF RUPEES)



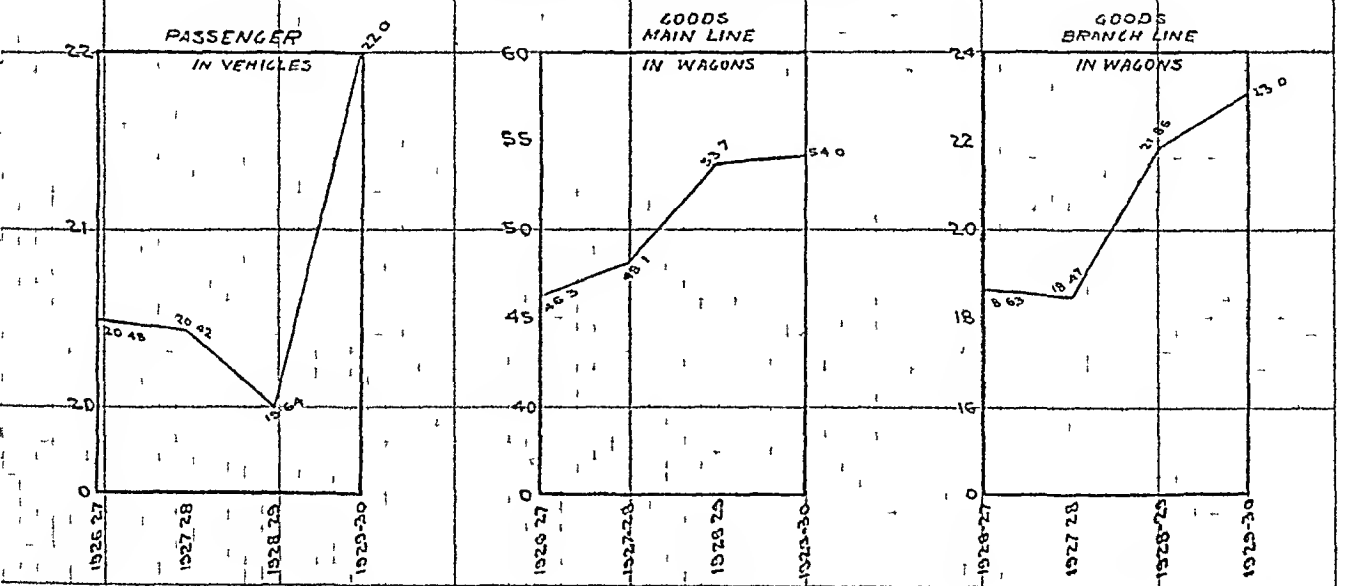
AVERAGE SPEED OF TRAINS



AVERAGE STARTING WAGON LOAD



AVERAGE TRAIN LOAD



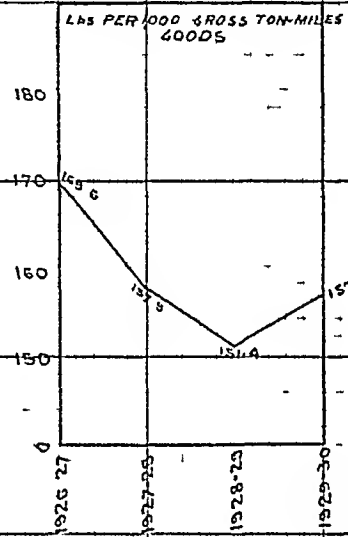
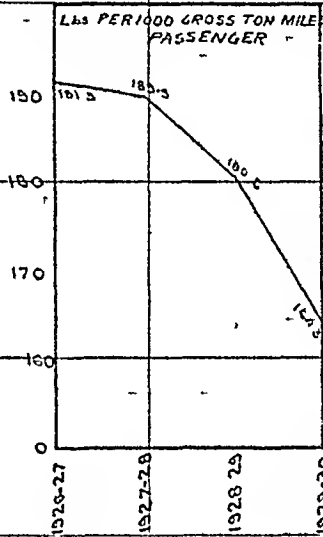
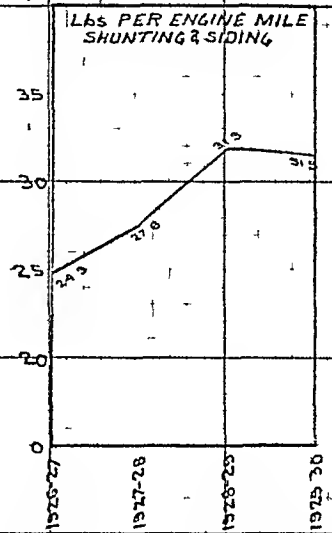
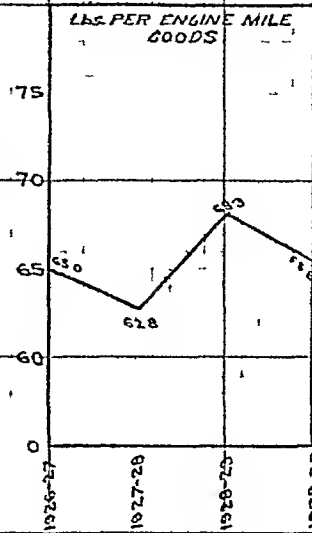
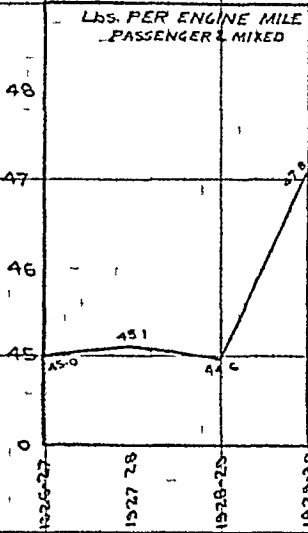
1

1

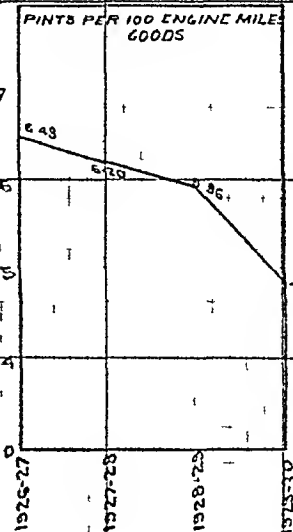
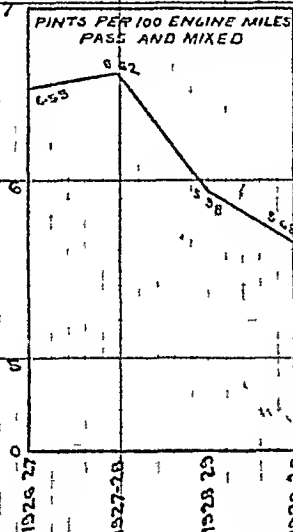
3
3
3

100

COAL CONSUMPTION



ENGINE OIL



1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52	53	54	55	56
57	58	59	60	61	62	63
64	65	66	67	68	69	70
71	72	73	74	75	76	77
78	79	80	81	82	83	84
85	86	87	88	89	90	91
92	93	94	95	96	97	98
99	100	101	102	103	104	105
106	107	108	109	110	111	112
113	114	115	116	117	118	119
120	121	122	123	124	125	126
127	128	129	130	131	132	133
134	135	136	137	138	139	140
141	142	143	144	145	146	147
148	149	150	151	152	153	154
155	156	157	158	159	160	161
162	163	164	165	166	167	168
169	170	171	172	173	174	175
176	177	178	179	180	181	182
183	184	185	186	187	188	189
190	191	192	193	194	195	196
197	198	199	200	201	202	203
204	205	206	207	208	209	210
211	212	213	214	215	216	217
218	219	220	221	222	223	224
225	226	227	228	229	230	231
232	233	234	235	236	237	238
239	240	241	242	243	244	245
246	247	248	249	250	251	252
253	254	255	256	257	258	259
260	261	262	263	264	265	266
267	268	269	270	271	272	273
274	275	276	277	278	279	280
281	282	283	284	285	286	287
288	289	290	291	292	293	294
295	296	297	298	299	300	301
302	303	304	305	306	307	308
309	310	311	312	313	314	315
316	317	318	319	320	321	322
323	324	325	326	327	328	329
330	331	332	333	334	335	336
337	338	339	340	341	342	343
344	345	346	347	348	349	350
351	352	353	354	355	356	357
358	359	360	361	362	363	364
365	366	367	368	369	370	371
372	373	374	375	376	377	378
379	380	381	382	383	384	385
386	387	388	389	390	391	392
393	394	395	396	397	398	399
400	401	402	403	404	405	406
407	408	409	410	411	412	413
414	415	416	417	418	419	420
421	422	423	424	425	426	427
428	429	430	431	432	433	434
435	436	437	438	439	440	441
442	443	444	445	446	447	448
449	450	451	452	453	454	455
456	457	458	459	460	461	462
463	464	465	466	467	468	469
470	471	472	473	474	475	476
477	478	479	480	481	482	483
484	485	486	487	488	489	490
491	492	493	494	495	496	497
498	499	500	501	502	503	504
505	506	507	508	509	510	511
512	513	514	515	516	517	518
519	520	521	522	523	524	525
526	527	528	529	530	531	532
533	534	535	536	537	538	539
540	541	542	543	544	545	546
547	548	549	550	551	552	553
554	555	556	557	558	559	560
561	562	563	564	565	566	567
568	569	570	571	572	573	574
575	576	577	578	579	580	581
582	583	584	585	586	587	588
589	590	591	592	593	594	595
596	597	598	599	600	601	602
603	604	605	606	607	608	609
610	611	612	613	614	615	616
617	618	619	620	621	622	623
624	625	626	627	628	629	630
631	632	633	634	635	636	637
638	639	640	641	642	643	644
645	646	647	648	649	650	651
652	653	654	655	656	657	658
659	660	661	662	663	664	665
666	667	668	669	670	671	672
673	674	675	676	677	678	679
680	681	682	683	684	685	686
687	688	689	690	691	692	693
694	695	696	697	698	699	700
701	702	703	704	705	706	707
708	709	710	711	712	713	714
715	716	717	718	719	720	721
722	723	724	725	726	727	728
729	730	731	732	733	734	735
736	737	738	739	740	741	742
743	744	745	746	747	748	749
750	751	752	753	754	755	756
757	758	759	760	761	762	763
764	765	766	767	768	769	770
771	772	773	774	775	776	777
778	779	780	781	782	783	784
785	786	787	788	789	790	791
792	793	794	795	796	797	798
799	800	801	802	803	804	805
806	807	808	809	810	811	812
813	814	815	816	817	818	819
820	821	822	823	824	825	826
827	828	829	830	831	832	833
834	835	836	837	838	839	840
841	842	843	844	845	846	847
848	849	850	851	852	853	854
855	856	857	858	859	860	861
862	863	864	865	866	867	868
869	870	871	872	873	874	875
876	877	878	879	880	881	882
883	884	885	886	887	888	889
890	891	892	893	894	895	896
897	898	899	900	901	902	903
904	905	906	907	908	909	910
911	912	913	914	915	916	917
918	919	920	921	922	923	924
925	926	927	928	929	930	931
932	933	934	935	936	937	938
939	940	941	942	943	944	945
946	947	948	949	950	951	952
953	954	955	956	957	958	959
960	961	962	963	964	965	966
967	968	969	970	971	972	973
974	975	976	977	978	979	980
981	982	983	984	985	986	987
988	989	990	991	992	993	994
995	996	997	998	999	1000	1001
1002	1003	1004	1005	1006	1007	1008
1009	1010	1011	1012	1013	1014	1015
1016	1017	1018	1019	1020	1021	1022
1023	1024	1025	1026	1027	1028	1029
1030	1031	1032	1033	1034	1035	1036
1037	1038	1039	1040	1041	1042	1043
1044	1045	1046	1047	1048	1049	1050
1051	1052	1053	1054	1055	1056	1057
1058	1059	1060	1061	1062	1063	1064
1065	1066	1067	1068	1069	1070	1071
1072	1073	1074	1075	1076	1077	1078
1079	1080	1081	1082	1083	1084	1085
1086	1087	1088	1089	1090	1091	1092
1093	1094	1095	1096	1097	1098	1099
1100	1101	1102	1103	1104	1105	1106
1107	1108	1109	1110	1111	1112	1113
1114	1115	1116	1117	1118	1119	1120
1121	1122	1123	1124	1125	1126	1127
1128	1129	1130	1131	1132	1133	1134
1135	1136	1137	1138	1139	1140	1141
1142	1143	1144	1145	1146	1147	1148
1149	1150	1151	1152	1153	1154	1155
1156	1157	1158	1159	1160	1161	1162
1163	1164	1165	1166	1167	1168	1169
1170	1171	1172	1173	1174	1175	1176
1177	1178	1179	1180	1181	1182	1183
1184	1185	1186	1187	1188	1189	1190
1191	1192	1193	1194	1195	1196	1197
1198	1199	1200	1201	1202	1203	1204
1205	1206	1207	1208	1209	1210	1211
1212	1213	1214	1215	1216	1217	1218
1219	1220	1221	1222	1223	1224	1225
1226	1227	1228	1229	1230	1231	1232
1233	1234	1235	1236	1237	1238	1239
1240	1241	1242	1243	1244	1245	1246
1247	1248	1249	1250	1251	1252	1253
1254	1255	1256	1257	1258	1259	1260
1261	1262	1263	1264	1265	1266	1267
1268	1269	1270	1271	1272	1273	1274
1275	1276	1277	1278	1279	1280	1281
1282	1283	1284	1285	1286	1287	1288
1289	1290	1291	1292	1293	1294	1295
1296	1297	1298	1299	1300	1301	1302
1303	1304	1305	1306	1307	1308	1309
1310	1311	1312	1313	1314	1315	1316
1317	1318	1319	1320	1321	1322	1323
1324	1325	1326	1327	1328	1329	1330
1331	1332	1333	1334	1335	1336	1337
1338	1339	1340	1341	1342	1343	1344
1345	1346	1347	1348	1349	1350	1351
1352	1353	1354	1355	1356	1357	1358
1359	1360	1361	1362	1363	1364	1365
1366	1367	1368	1369	1370	1371	1372
1373	1374	1375	1376	1377	1378	1379
1380	1381	1382	1383	1384	1385	1386
1387	1388	1389	1390	1391	1392	1393
1394	1395	1396	1397	1398	1399	1400
1401	1402	1403	1404	1405	1406	1407

JODHPUR RAILWAY

ANNUAL REPORT

1929-30.

SECTION II.

FINANCIAL STATEMENTS

CAPITAL AND REVENUE ACCOUNTS.

JODHPUR RAILWAY.

Annual Report for 1929-30.

CONTENTS

SECTION II

FINANCIAL STATEMENTS.	Page.
I —Statement of capital outlay authorised	2
V —Details of capital expenditure	3
VI —Estimate of further expenditure on capital accounts	4
VII —Capital account—J H Railway (British Section)	5
VIII —Revenue accounts —	
(a) Jodhpur Railway (Metre-Gauge System)	6
(b) Jodhpur Section	7
(c) Jodhpur-Hyderabad Railway (British Section)	8
(d) Mirpur Khas Khadro Section	9
IX —Summary of working expenses	10

X —ABSTRACTS OF EXPENDITURE

Metre Gauge

(a) Abstract A—Maintenance of structural works	12—13
(b) " B—Maintenance & Supply of Locomotive power	14—15
(c) " C—Maintenance & Supply of Carriage & Wagon stock	16—17
(d) " E—Expenses of Traffic Department	18—19
(e) " F—Expenses of General Departments	20—21
(f) " G—Miscellaneous Expenses	22—23

XI —ABSTRACTS OF EARNINGS

I —Coaching Earnings —

(a) Jodhpur Ry Whole System	24
(b) Jodhpur Railway, J Section	25
(c) Jodhpur-Hyderabad Railway (British Section)	26
(d) Mirpur-Khas Khadro Section	27
II —Goods Earnings—Whole system	28
Earnings by Commodities	29
III —Miscellaneous Earnings all Sections	30
XII —Statement of outstanding earnings	
XIII —Statement of surplus profits	31
XIV —Net Revenue Account Jodhpur-Hyderabad Railway (British Section)	
XV —Account of total net receipts	
XVI —Interest Account	32
XVII —Revenue Balance Sheet	
XVIII —Abstract of returned Stores	
Certificates	33

No 1—Statement of Capital Outlay authorised

No	Date of Sanction	Sanctioning Authority	Nature of Estimate	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway		Total for the System
					Khadro			
				Rs	Rs	Rs	Rs	Rs
			Total Capital outlay on final heads as per accounts up to end of the year ending 31st March 1929	3,93,79,460	82,58,472	8,56,487		4,84,94,419
			Further Capital outlay on final heads during the year	...	..	..	...	...
1105 B/B O. & 1230 B	28-3-29 & 13-3-30	Railway Board	Budget for 1929-30 (Final heads)	...	1,04,000			1,04,000
7335 C P W Ry 12/9	10-8-29, 7-10-29, 25-3 30 & 22-5-30	Vice President State Council	Budget for 1929-30 (Final heads)	22,66,000	..	...		22,66,000
277 F & P Ry 4/1								
2987 F P II Ry 4/1 &								
2971 F P II Ry 12/1								
1633 F. & P II Ry 415	9-1-1930	Vice President State Council, Raj Marwar.	Budget for 1929-30 (Suspense heads)	99,912	.	...		99,912
			Total	4,17,45,372	83,62,472	8,56,487		5,09,64,331

No V — Details of Capital Expenditure for the year ending 31st March 1930

Partioulars	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway	Total for the System
			Khadro Branch	
Lines Open for Traffic				
I —Struotural Engineering works—	Rs	Rs	Rs	Rs
(1) Preliminary Expenses				
(2) Land	460	7,744	"	8,204
(3) Formation	12,985	4,659	"	17,644
(4) Bridge work	73 617	18,650	"	92,267
(5) Fencing	36		"	36
(6) Electric Telegraph	256		"	256
(7) Ballast and Permanent Way	7,01,954	45,524		7,47,478
(8) Stations and Buildings	74 441	17,635		92,076
(9) Shore Connections for ferry steamers				
(10) Plant-construction				
Total	8 68,749	94,212		9,57,961
II —Equipment (plant and furnitre needed for equipment) of open line —				
(1) Plant	{ 49,014	—74		48,940
(2) Stations and office furniture				
(3) Motors, Lorries, Steamers or boats required for General purposes of the Railway but not for public traffic				
Total	49 014	—74		48,940
III — Rolling Steel —				
(1) Rail	1,04,350			1,04,350
(2) Motor Cars				
(3) Ferries				
Total	1 04,350			1,04,350
IV —General Charges				
V —Collieries—				

Note—For further expenditure

NOTE—For Rs 7,377 under Jodhpur Hyderabad Railway Rolling Stock
Rs 3,577 Represents cost of transporting the Engines and Rolling stock for
construction of the line vide Examiner of Accounts N. W. Railway Lahore No.
768 G Dated 25-8-1902, and correspondence ending with Manager's No 16 W
4/6 of 5th November 1924
Rs 800 and Rs 3,000 Represents depreciation on Rolling-Stock sold to Jodhpur-
Bikaner Railway during the year 1901

IV — General Charges				
V — Collieries —				
(1) Block Account				
(2) Plant and Equipment				
VI — Miscellaneous				
VII — Exchange				
Total				
1,12,905				
38,67,999				
5,08,35,163				
4,16,28,066	83,02,610	8,56,157	5,08,35,163	
33,67,999				
4,16,28,066				
Total				

No VI — *Estimate of further expenditure on Capital Account*
for the year ending 31st March 1930

Particulars	Total Expenditure from commencement of Operations to end of the year on final heads			
	Jodhpur Railway	Jodhpur Hyderabad Railway (British Section)	Sind Light Railway Khadro Branch	Total for the System
Line Open for Traffic more than two Years —	Rs	Rs	Rs	Rs
I — Structural Engineering Works —				
(1) Preliminary Expenses	97,781	59,058	3,900	1,60,739
(2) Land	16,397	77,894		94,281
(3) Formation	11,91,530	5,92,694	64,010	18,48,234
(4) Bridge work	11,56,988	5,44,682	49,462	17,51,132
(5) Fencing	1,67,238	2,98,958	954	4,67,150
(6) Electric Telegraph	43,996	17,468		61,464
(7) Ballast and Permanent Way	1,22,54,707	34,16,777	6,26,745	1,62,98,229
(8) Stations and Buildings	49,99,372	17,78,074	43,174	68,22,620
(9) Shore connections for ferry steamers				
(10) Plant Construction	36,190	9,547	3,617	49,354
Purchase price of Jhudo Railway		11,48,649		11,48,649
Total	1,99,64,199	79,43,811	7,93,862	2,87,01,872
II — Equipment (Plant and furniture needed for equipment of open Line) —				
(1) Plant	14,56,151	40,993	4,211	15,01,355
(2) Station and Office furniture				
(3) Motors, Lorries, Steamers or boats required for general purposes of the Railway but not for public traffic				
Total	14,56,151	40,993	4,211	15,01,355
III — Rolling Stock —				
(1) Rail	1,61,56,644	7,377		1,61,64,021
(2) Motor Trolley		26,387		26,387
(3) Ferries				
Total	1,61,56,644	33,764		1,61,90,408
IV — General Charges	1,81,078	3,06,804	58,414	5,46,296
V — Colleries —				
(1) Block Account				
(2) Plant and Equipment				
Less—Amount redeemed by Singling Fund				
Net				
VI — Miscellaneous (Interest during Construction and other charges permitted as a debit to Capital in terms of relevant contract)				
VII — Exchange		27,238		27,238
Total Expenditure	3,77,58,067	83,52,610	8,56,487	4,69,67,164
Lines in course of Construction				
I — Structural Engineering Work —				
(1) Preliminary Expenses	1,13,220			1,13,220
(2) Land	10,817			10,817
(3) Formation	7,38,898			7,38,898
(4) Bridge Work	9,66,631			9,66,631
(5) Fencing	31,245			31,245
(6) Electric Telegraph				
(7) Ballast and Permanent Way	15,82,881			15,82,881
(8) Stations and Buildings	2,42,975			2,42,975
(9) Shore connections for ferry steamers				
(10) Plant Constructions	4,627			4,627
Total	36,91,294			36,91,294
II — Equipment (Plant and furniture needed for equipment of open line) —				
(1) Plant	63,800			63,800
(2) Stations and Office furniture				
(3) Motor, Lorries, or boat &c				
Total	63,800			63,800
III — Rolling Stock —				
(1) Rail				
(2) Motor Cars				
(3) Ferries				

1105

7335

277

2987

2971

1633

No VII —CAPITAL ACCOUNT

JODHPUR HYDERABAD RAILWAY —(*British Section*)

Dr

Cr

	Rs	By—	Rs
To expenditure incurred in India	65,82,878	I —Structural Engineering Works —	
To expenditure incurred in England		(1) Preliminary expenses	59,063
Stores @ 2s a rupee to end of 1928-29 Rs 17,88,750		(2) Land	77,884
Stores @ 1s 6d a rupee during 1929-30 Rs Nil	17,88,750	(3) Formation	5,92,694
Miscellaneous		(4) Bridge work	5,44,682
		(5) Fencing	2,98,958
		(6) Electric Telegraph	17,488
		(7) Ballast and Permanent Way	34,16,875
		(8) Stations and Buildings	17,78,105
		(9) Plant Construction	9,547
		(10) Purchase of Jhudo line	11,48,649
		II —Equipment (Plant and furniture needed for equipment of open line) —	
		(1) Plant	40,993
		(2) Stations and Office furniture	
		(3) Motors, Lorries, Steamers or boat, etc	
		III —Rolling Stock —	
		(1) Rail	7,377
		(2) Motor Cars	
		(3) Farries	26,387
To charge for leave and pension allowance	20,522	IV —General Charges	3,08,100
		V —Collieries —	
		(1) Block Account	
		(2) Plant equipment	
		Less amount redeemed by sinking fund	
		Net —	
To charge for capitalization of abatement of land revenue	40,022	VI —Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contract)	
		Loss by exchange	27,238
		Total	83,54,040
		Suspense Accounts	19,018
		Total	83,73,058
		Less Receipts on Capital Accounts	
		Preliminary expenses	5
		Ballast and Permanent Way	98
		Stations and Buildings	31
		General charges	1,296
		Total	1,430
		Net Capital Outlay	83,71,628
		Add—Charge for leave and pension allowances	20,522
		Add—Charge for Capitalization of abatement of land revenue	40,022
Total	84,32,172	Total	84,32,172

JODHPUR RAILWAY—(Whole System)

Revenue Accounts for the year ending 31st March 1930

EXPENDITURE				EARNINGS			
Percentage on gross earnings #	Previous year *	PARTICULARS	Year ending 31st March 1930	Percentage on gross earnings	Previous year	PARTICULARS	Year ending 31st March 1930
	Rs		Rs		Rs		Rs
11 91	12,11,021	I —To General Administration .	12,47,425	13 32	11,91,910	By Coaching traffic	40,91,509
17 81	18,11,474	II —To Ordinary Repairs and Maintenance	19,16,783	20 16	34,82,807	„ Goods traffic	49,10,811
22 75	23,14,145	III —To Operating Expenses .	21,35,330	22 79	9,179	„ Electric Telegraph Earnings	10,660
14 70	14,96,068	IV —To renewals and Replacement	10,05,319	10 73	4,88,158	„ Steam boat earnings .	..
67 17	68,32,711	Total Working Expenses .	63,01,887	67 30	1,01,72,081	„ Sundries . .	3,55,144
..	60,074	Deduct —Share of Working Expenses of the worked lines (Non-Budget)	13,765	.. .		Total	93,68,124
67 58	67,72,637	Total Working Expenses .	62,61,122	67 62	1,50,186	Deduct —Share of earnings of worked lines (Non-Budget)	1,09,412
32 42	32,49,261	To Balance net earnings	29,97,590	32 38			
100 00	1,00,21,898	Total	92,58,712	100 00	1,00,21,898	Total Earnings	92,58,712

* Includes earnings of P B L Ry

+ Includes Rs. 2,00,625 on account of P. B. L. R. (Narrow gauge) from April '88 to July '88.

Revenue Accounts for the year ending 31st March 1930

EXPENDITURE			EARNINGS				
Percentage on gross earnings *	Previous year †	PARTICULARS	Year ending 31st March 1930	Percentage on gross earnings †	Previous year †	PARTICULARS	Year ending 31st March 1930
	Rs		Rs		Rs		Rs
11 48	8,37,007	I — To General Administration	8,90,501	12 86	28,81,276	By Coaching traffic ..	28,98,812
17 33	12,64,327	II — To Ordinary Repairs and Maintenance ...	12,40,453	17 91	39,74,756	„ Goods traffic .	36,77,203
19 52	14,23,616	III — To Operating Expenses	13,60,341	19 65	6,963	„ Electric Telegraph Earnings .	7,785
18 74	13,67,294	IV — To Renewals and Replacement	9,76,011	11 09	..	„ Steam boat earnings .	...
67 07	48,92,274	Total Working Expenses ..	44,67,306	64 51	4,31,249	„ Sundries ..	3,10,993
					72,94,244	Total	69,24,793
32 93	21,01,970	To Balance net earnings	24,57,487	35 49		Deduct—Share of earnings of worked lines (Non-Budget)	.
100 00	72,91,244	Total	69,24,793	100 00	72,94,244	Total Earnings .	69,24,793

* Includes Rs 2,00,026 on account of P B L Ry
† Includes earnings of P B L Ry

* Includes Rs 2,00,626 on account of P B L Ry

Includes earnings of P B L Ry

No VIII—(Continued)

JODHPUR-HYDERABAD RAILWAY—(British Section)

Revenue Accounts for the year ending 31st March 1930

EXPENDITURE			EARNINGS		
Percentage on gross earnings	Previous year x	PARTICULARS	Year ending 31st March 1930	Percentage on gross earnings	Previous year *
					PARTICULARS
					Year ending 31st March 1930
13 00	Rs 3,74,014	I—To General Administration ..	Rs 3,56,921	15 29	Rs 11,95,462
19 01	5,47,150	II—To Ordinary Repairs and Maintenance	6,76,330	28 98	11,73,805
30 94	8,90,499	III—To Operating Expenses .	7,74,989	33 20	1,657
4 48	1,28,774	IV—To Renewals and Replacement	29,338	1 26	.....
67 43	19,40,437	Total Working Expenses ..	18,37,581	78 73	56,730
...	60,074	Deduct—Share of working Expenses of the worked lines (Non-budget)	13,765	..	27,27,651
68 94	18,80,363	Total Working Expenses J H Ry	17,93,816	76 86	.
31 06	8,47,291	To Balance Net earnings .	5,40,103	23 14	...
100 00	27,27,654	Total	23,33,919	100 00	27,27,651
					Total Earnings
					23,33,919
					Deduct—Share of earnings of worked lines (Non-Budget)
					..
					11,031
					23,33,919

* Includes Rs 88,248 on account of Jhudo Ry from April 28 to December 28

o Includes earnings of Mirpurkhas Jhudo Ry

MIRPUKHA KHADLO RAILWAY

Revenue Accounts for the year ending 31st March 1930

EXPENDITURE			EARNINGS				
Percentage on gross earnings	Previous year	PARTICULARS	Year ending March 1930	Percentage on gross earnings	Previous year	PARTICULARS	Year ending March 1930
. .	Rs. ...	I—To General Administration	R. .	...	R ⁴ 1,15,202	By Coaching traffic	R ⁴ 76,044
. .	...	II—To Ordinary Repairs and Maintenance	. .	. .	34,246	" Goods traffic	32,233
. .	...	III—To Operating Expenses	. .	...	559	" Electric Telegraph Earnings	1,015
. .	...	IV—To Renewals and Replacement	. .	...	. .	" Steam boat earnings	. .
10 00	60,071	Total Working Expenses	13,765	10 00	1,50,186	" Sundries	120
60 00	90,112	To Balance net earnings	65 647	60 00	.	Total Earnings	1,09,412
100 00	1,50,186	Total	1,09,412	100 00	1,50,186	Total Earnings	1,09,412

REVENUE ABSTRACTS, etc.

[illegible]

* Includes Rs 1,58,190 on account of P B L Ry

Year ending 31st March 1929

ABSTRACT B

No X — Maintenance and supply of Locomotive Power

Year ending 31st March 1930

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway			Jodhpur Hyderabad Railway (British Section)			Total		
		Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total
Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
19,505	5,733	17,169	6,331	23,500	6,331	23,500	23,500	23,500	23,500	23,500
50,517	14,904	38,050	11,030	49,080	11,030	52,080	52,080	52,080	52,080	52,080
43,103	12,629	32,104	11,835	43,939	11,835	43,939	43,939	43,939	43,939	43,939
2,325	740	2,006	739	2,745	739	2,745	2,745	2,745	2,745	2,745
6,180	1,810	4,252	1,342	5,594	1,342	5,936	5,936	5,936	5,936	5,936
1,21,880	35,710	93,578	34,280	1,27,858	34,280	1,31,318	1,31,318	1,31,318	1,31,318	1,31,318
2,08,869	61,150	1,61,878	26,788	1,88,666	26,788	1,91,344	1,91,344	1,91,344	1,91,344	1,91,344
2,69,776	78,998	1,78,736	37,152	2,15,888	37,152	2,22,940	2,22,940	2,22,940	2,22,940	2,22,940
22,961	6,728	11,128	2,147	13,275	2,147	13,275	13,275	13,275	13,275	13,275
129	38	303	103	406	103	406	406	406	406	406
348	102	894	210	1,104	210	1,104	1,104	1,104	1,104	1,104
4,477		5,614		5,614		5,614	5,614	5,614	5,614	5,614
5,06,540	1,16,986	3,58,613	66,700	4,25,313	66,700	4,92,013	4,92,013	4,92,013	4,92,013	4,92,013
81,925	23,938	62,631	23,095	85,726	23,095	85,726	85,726	85,726	85,726	85,726
75,764	22,177	53,721	19,720	73,441	19,720	73,441	73,441	73,441	73,441	73,441
44,607	13,051	30,940	11,410	42,350	11,410	42,350	42,350	42,350	42,350	42,350
6,176	1,809	2,749	394	3,143	394	3,537	3,537	3,537	3,537	3,537
1,78,381	61,752	1,19,371	—9,236	1,28,607	—9,236	1,28,607	1,28,607	1,28,607	1,28,607	1,28,607
816	242	986	1	987	1	987	987	987	987	987
				</						

ABSTRACT C

[illegible]

2	Payments to other Railways— Receipts Charges Net— (a) Hire of vehicles loaned (b) Interest on capital cost of vehicles																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
---	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

ABSTRACT D.

No. X—Maintenance and Working of Ferry Steamers and Harbours ... Nil

ABSTRACT E

No X- Expenses of Traffic Department

Year ending 31st March 1930

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway			Jodhpur Hyderabad Railway (British Section)			Total	
				Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total	Cash	Stores and Suspense
Rs	Rs	Rs		Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
60,478	17,720	42,758	<i>I—General Administration—</i>	10,395	40,505	50,900	14,909	14,909	29,811	55,504	55,504
59,766	17,511	42,255	1 Management and control—	44,689	44,689	89,378	16,479	16,479	61,108	61,108	61,108
4,822	1,266	3,556	(a) Salaries—	1,871	1,871	3,556	690	690	2,561	2,561	2,561
2,286	670	1,616	(i) Traffic Manager, Deputies and Assistants	2,011	2,011	4,022	754	754	2,799	2,799	2,799
1,26,862	37,167	89,695	(ii) Subordinate supervising staff								
39,805	11,661	28,144	(iii) Office staff		86	86					
2,298	674	1,624	(b) Travelling and other compensatory allow- ances								
2,220	631	1,589	(c) Contingent office expenses								
			Total General Administration	89,210	86	89,296	32,892	31	32,923	1,22,092	1,22,099
			<i>II—Ordinary Repairs and Maintenance—</i>								
			1 Equipment—								
39,805	11,661	28,144	(a) Office and stock on furniture and appliances	0,335	22,782	23,117	3,442	8,401	11,843	12,777	13,960
2,298	674	1,624	(b) Tarpaning Wagon covers, etc	1,110	9,878	11,018	121	3,642	4,003	1,561	15,081
2,220	631	1,589	(c) Service motor cars (rail and road) and trolleys	29	433	459	9	159	168	57	627
			Total Ordinary Repairs and Maintenance	10,464	33,693	44,157	3,572	12,202	16,074	14,373	30,668
44,323	12,986	31,337	<i>III—Operating expenses—</i>								
			1 Salaries, wages and allowances—								
14,536	4,259	10,277	(a) General operating staff (Inspectors, con- vass, rs, etc	11,915	610	12,525	4,172	226	4,398	15,497	16,323
2,84,704	83,042	2,01,662	(b) Station staff	2,23,576	162	2,24,003	82,345	56	82,701	3,06,401	3,06,699
61,445	18,847	42,598	(c) Train staff	46,576		46,576	17,174		17,174	63,750	63,750
28,509	8,341	20,168	(d) Mileage and overtime of train staff	20,548		20,548	7,698		7,698	28,576	28,576
22,497	6,542	15,955	(e) Travelling, ticket examining staff	27,300		27,300	10,007		10,007	37,367	37,367
			2 Tires, lights and general stores for stations and sheds	15,830	26,419	42,249	5,673	9,742	15,395	20,983	27,143
50,023	16,415	33,608	3 Lighting, water and general stores in trains	29,299	11,943	41,242	10,804	5,701	16,313	40,103	60,553
65,093	19,054	46,039	4 Clothing	138	15,399	15,537	161	5,839	5,999	21,077	21,678
19,302	7,831	11,471	5 Stationery, forms and tickets	35,022	332	35,354	17,246	123	17,369	49,163	49,623
61,405	15,047	46,358	6 Expenses on handling, collection and delivery of goods—								
			(a) Loading and unloading charges	31,917		31,917	11,709		11,709	43,685	43,685
42,660	12,399	30,261	(b) Collection and delivery charges								
			7 Expenses at out agencies								

11,465	4,236	10,220	(d) Cash and Pay Department	10,438	233	10,671	3,949	86	3,935	14,287	319	11,608
8,557	2,507	6,050	(e) Medical Department—	6,851		6,851	2,526		2,526	9,377		9,377
5,746	1,609	4,078	(i) Salaries of medical and nursing staff									
1,208	354	854	(ii) Salaries of office establishment	4,115	267	4,115	1,518	99	1,518	5,631	366	5,633
			(iii) Travelling and other compensatory allowances	789		1,006	291		390	1,080		1,446
			(iv) Contingent expenses									
65,942	19,321	46,621	(f) Telegraph Department—	44,908		44,908	16,559		16,559	61,467		81,467
1,844	547	1,297	(i) Salaries of Superintendents and Assistants	1,048		1,048	387	50	367	1,435	187	1,435
1,728	448	1,080	(ii) Salaries of Signallers and subordinate executive staff	1,032	137	1,169	361		431	1,413		1,600
			(iii) Travelling and other compensatory allowances									
			(iv) Contingent expenses									
19,016	5,572	13,444	(g) Police—	14,975	5	14,980	5,521	2	5,523	20,496	7	20,703
2,818	826	1,992	(i) Contribution to Government for Crime and Order Police	446	1,200	1,646	166	442	608	614	1,642	2,256
			(ii) Watch and Ward establishment									
			(iii) Contingent expenses									
—30	—9	—21	6 Miscellaneous expenses—	3		3	1		1	4		4
—146	—43	—103	(a) Carriage of Revenue Stores—General Department	—96	86	—96	—36	32	—36	—132	118	—132
877	27	620	(b) Losses of cash and stores	298		364	110		142	408		526
			(c) Sundries									
4,09,593	1,46,334	3,53,259	Total General Administration	3,40,904	3,391	3,64,295	1,33,079	1,212	1,34,331	4,93,983	4,643	4,98,626
			II Ordinary Repairs and Maintenance									
80,745	19,936	60,809	1 Telegraphs—	63,522		63,522	21,222		21,222	84,714		81,714
2,463	722	1,741	(a) Government Telegraph Department for rent, maintenance etc	312	1,407	1,719	113	520	633	425	1,027	2,342
			(b) Direct maintenance wages and stores									
			(c) New Minor Works									
8,476	2,433	5,993	2 Equipment—	1,511	2,009	3,530	554	745	1,290	2,005	2,761	4,829
			(a) Furniture and office appliances									
			(b) Service motor cars									
91,684	23,141	68,543	Total Ordinary repairs and maintenance	65,345	3,426	68,771	21,889	1,265	23,154	87,234	4,691	91,925
5,91,277	1,69,475	4,21,802	Total Abstract F	4,26,249	6,817	4,33,066	1,54,908	2,517	1,57,487	5,51,217	9,334	5,90,551
1,311	363	928	Deduct—Value of Stores returned to stock		996	996		370	370		1,366	1,366
5,89,966	1,69,092	4,20,874	Total	4,26,249	5,321	4,32,070	1,54,908	2,147	1,57,115	5,91,217	7,665	5,89,185
7,690	7,690		Less—Shares of Non budget lines worked—									
5,235	5,235		At it, urkhas Jhulo									
			Mirpurkhas KI adro									
12,925	12,925		Total				3,691	51	3,742	3,691	51	3,742
							3,691	51	3,742	3,691	51	3,742
5,77,041	1,66,167	4,20,874	Net Budget lines	4,26,249	5,321	4,32,070	1,51,277	2,006	1,53,373	5,77,526	7,917	5,85,143

* Includes Rs 158 on account of Pipar Bihara Light Railway

ABSTRACT G

Year ending 31st March 1929

Miscellaneous Expenses

Year ending 31st March 1930

Total	Jodhpur Hyderabad Railway (British Section)	Jodhpur Railway	Particulars	Jodhpur Railway			Jodhpur Hyderabad Railway (British Section)			Total	
				Cash	Stores and Suspense	Total	Cash	Stores and Suspense	Total	Cash	Stores and Suspense
Rs	Rs	Rs		Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
			<i>I — General Administration —</i>								
			1 Law charges —								
618	181	437	(a) Salaries of Railway Legal staff and fees to Counsel	809		809	298		298	1,107	
277	75	182	(b) Costs and other legal expenses	246		246	91		91	337	
			(c) Less costs recovered								
27,140	31,003	—3,503	2 Rents of buildings and lands —								
533	533		(a) For residential purposes								
			(b) Other								
			(c) Interest on capital cost of buildings jointly used	2,039		2,039	33,525		33,525	35,564	
			(d) Interest on capital cost of Electric fittings in Bungalows and Buildings								
95,983	28,071	67,912	3 Rates and taxes	75,919		75,919	27,994		27,994	1,03,913	
			4 Contributions to Provident institution —								
			(a) Bonus	26,066		26,066	9,611		9,611	35,677	
33,593	9,843	23,750	(b) Cost of management (if not part of Audit office)	1,449		1,449	535		535	1,984	
1,629	477	1,152	5 Gratuities —								
			(a) For good effort and faithful services								
			(b) Other gratuities								
818	240	578	6 Compensation (other than those included in II—III—10)								
			7 Educational grants —								
			(a) Net cost of Railway schools	1,990		1,990	733		733	2,723	
366	104	252	(b) Grants in aid to other schools	650		650	210		210	890	
			(c) Fees for training of officers								
16,328	4,491	10,837	8 Health and Welfare services—	10,596	1,910	12,506	3,908	701	4,612	11,504	2,614
			(a) Sanitation, conservancy, and lighting in Railway colonies, and residential areas								

	3,283	962	2,321		2,421	379	2,500	802	140	1,082	3,313	519	3,882
(b) Contributions to Hospitals and medicines													
(c) Grants in aid—religious purposes													
(d) Grants in aid—recreation													
(e) Miscellaneous	195	57	138	497	326	324	497	183	120	240	680	183	680
9 Publicity expenses—	569	167	402	326			650	120			440	444	890
(a) Advertising (all Departments)	773	227	546	535			538	199		199	737		737
(b) Other Expenses	619	190	459	566			566	209		209	775		775
10 Fire protection of Railway property	314	92	222	70		393	463	26	145	171	96	538	634
11 Expenses in connection with the Indian Ry Conference Association	1,431	419	1,012	961			961	374		354	1,315		1,315
12 Miscellaneous contributions and Grants—													
(a) Prizes for Station gardens etc				158			158	58		58	216		216
(b) Contribution to Chamber of Commerce				6,536			6,536	2,410		2,410	8,946		8,946
13 Passage Money	10,920	3,200	7,720										
Total —General Administration	194,689	80,332	1,14,317	1,31,837		3,006	1,34,843	81,386	1,109	82,465	2,13,223	4,115	2,17,398
III —Operating Expenses—													
1 Indian charges on stores excluding fuel—													
(a) Freight from port or source of supply	44,642	13,080	31,562	26,411		—10,786	15,625	9,739	—3,978	5,761	30,150	—14,764	21,386
(b) Insurance Port, landing, yard and other charges	11,406	3,442	8,064	6,126		520	6,646	2,259	192	2,451	8,395	712	9,097
(c) Customs duty	14,624	4,295	10,329	1,959			1,959	728		723	2,682		2,682
(d) Interest on Jodhpur Railway Stores	22,259	22,259						21,240		21,240	21,240		21,240
2 Catering Department—													
(a) Salaries and wages of catering staff	2,180	727	1,453	1,362		1,628	1,362	670	600	670	2,032	2,228	2,032
(b) Litigious and stores	3,843	1,126	2,717	—33			1,795	—12		588	—45		2,183
(c) Wines etc				42			42	16		16	58		58
(d) Miscellaneous charges	113	33	80										
3 Miscellaneous expenses—													
(a) Loss on light and balloons and spurious notes	212	62	150										
(b) Losses of cash earnings in transit	—3,806	—1,066	—2,740										
(d) Interest on capital cost of machinery	19,980	19,980											
(e) old—Interest on capital cost of Electric Light Plant	—773	—773											
(f) Bank Commission	911	267	644	361			361	133		133	494		494
(g) Miscellaneous	565	166	399	406		6	412	150	2	162	556	8	564
Total —Operative Expenses	1,16,156	61,261	51,895	36,634		—8,632	28,002	53,401	—3,184	50,217	90,035	—11,816	78,219
Total —Abstract G	3,10,845	1,44,593	1,66,272	1,68,471		—5,626	1,62,845	1,34,787	—2,075	1,32,712	3,03,258	—7,701	2,05,557
Deduct Value of stores returned to stock													
	159	47	112				1,237		456	456		1,693	1,693
Total	3,10,686	1,44,546	1,66,160	1,68,471		—6,863	1,61,608	1,34,787	—2,731	1,32,256	3,03,258	—9,394	2,03,864
Less—Share of No. 1 Budget lines worked—													
Mirpurkhas Unit	6,574	6,574											
Mirpurkhas Khacaro	4,475	4,475											
Total	11,049	11,049							—60	3,150	3,210	—60	3,150
Net—Budget lines	2,99,637	1,33,497	1,66,160	1,68,471		—6,863	1,61,608	1,34,787	—2,471	1,29,106	3,00,048	—9,334	2,00,714

* Includes Rs 177 on account of P B L Railway

JODHPUR RAILWAY—(Whole System)

ABSTRACT I

No XI—Coaching Earnings

Year ending 31st March 1929

Year ending 31st March 1930

Previous year	Traffic mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs	1 Passengers —	Rs	Rs	Rs	Rs	Rs
35,65,925	(a) Full fares	54,800	1,59,537	1,10,863	31,48,960	34,74,160
39,090	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	3,661	19,556	5,468	26,178	54,863
1,732	(ii) Season and Zone tickets				2,194	2,194
22,867	(iii) Other description of concession tickets	4,276	3,658	826	14,779	28,539
11,886	(c) Military passengers	427	2,066	240	6,530	9,263
	Total	63,164	1,84,817	1,17,397	31,98,641	35,64,019
36,41,500	Previous Year	60,543	1,94,913	1,27,811	32,58,233	
30,850	2 Special trains and reserved carriages					41,922
90,289	3 Passengers' luggage					74,854
	4 Parcels traffic —					
3,36,046	(a) Public parcels					3,16,553
772	(b) Service parcels					586
	5 Other Coaching Traffic—					
13,131	(a) Rail and Road motor vehicles and carriages					13,213
16,703	(b) Sundry					17,327
	6 Transport of Post Office Mails —					
	(a) Special postal trains					
43,659	(b) Hire and haulage of postal vans and compartments					50,824
1,526	(c) Post Office bags and parcels by weight					614
	7 Miscellaneous Coaching Receipts —					
7,016	(a) Penalties levied for irregular travelling					4,614
9,741	(b) Sundry					10,927
41,96,231	Total including Refunds and Remissions					40,95,483
	8 Deduct —					
	(a) Refunds of earnings collected —					
3,172	(i) Over charge					3,668
36	(ii) Penalty levied for irregular travelling					27
3,20	Total Refunds					3,695
1,086	(b) Remissions of earnings not collected					279
4,297	Total Refunds and Remissions					3,974
41,91,940	Total excluding Refunds and Remissions					40,91,509

An enhanced mileage charge of 50% of the actual mileage is levied on Jaswantgarh-Ladnun, Makrana-Parbatsar, Pipar-Bilara, Mirpur-Khas Jhudo and Mirpurkhas-Khadro Sections.

JODHPUR RAILWAY.—(Jodhpur Section)**ABSTRACT I****No XI—Coaching Earnings—(Continued)**

Year ending 31st March 1929

Year ending 31st March 1930

Previous Year	Traffic mileage Fares	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs		Rs	Rs	Rs	Rs	Rs
	1 Passengers —					
24,46,175	(a) Full fares	42,936	1,16,326	59,421	22,58,139	24,76,822
13,126	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	1,318	4,899	1,386	4,951	12,554
776	(ii) Season and Zone tickets				821	821
17,010	(iii) Other description of concession tickets	3,013	2,378	513	11,933	17,837
8,708	(c) Military passengers	296	1,389	166	5,053	6,904
	Total	47,563	1,24,992	61,486	22,80,897	25,14,938
24,85,795	Previous year	46,255	1,32,741	62,844	22,43,955	
30,262	2 Special trains and reserved carriages					39,058
65,110	3 Passengers' luggage					55,266
	4 Parcels traffic —					
2,30,074	(a) Public parcels					2,18,879
725	(b) Service parcels					541
	5 Other Coaching Traffic —					
11,469	(a) Rail and Road motor vehicles and carriages					10,440
13,572	(b) Sundry					15,121
	6 Transport of Post Office Mails —					
35,776	(a) Special postal trains					
518	(b) Hire and haulage of postal vans and compartments					37,186
	(c) Post Office bags and parcels by weight					
4,383	7 Miscellaneous Coaching Receipts —					
6,884	(a) Penalties levied for irregular travelling					3,093
	(b) Sundry					7,435
28,84,568	Total including Refunds and Remissions					29,01,957
	8 Deduct —					
	(a) Refunds of earnings collected —					
2,476	(i) Over charge					2,947
20	(ii) Penalty levied for irregular travelling					24
2,496	Total Refunds					2,971
796	(b) Remissions of earnings not collected					174
3,292	Total Refunds and Remissions					3,145
28,81,276	Total excluding Refunds and Remissions					28,98,812

An enhanced mileage charge of 50% of the actual mileage is levied on the Jaswantgarh Laidun, Makrana-Parbatsar and Pipar-Bilara Sections

JODHPURHYDERABAD RAILWAY.—(British Section).

ABSTRACT I

No XI —Coaching Earnings —(Continued)

Year ending 31st March 1929

Year ending 31st March 1930

Previous year	Traffic mileage Fares	1st class Pies 24	2nd class Pies 12	Inter class Pies 5	3rd class Pies 4	Total
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs	1 Passengers —	Rs	Rs	Rs	Rs	Rs
10,10,796	(a) Full fares	11,659	42,492	48,277	8,23,861	9,26,289
25,330	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	2,245	14,205	3,994	20,665	41,109
488	(ii) Season and Zone tickets				995	995
5,725	(iii) Other description of concession tickets	1,263	1,280	312	2,795	5,650
3,178	(c) Military passengers	131	677	74	1,474	2,356
	Total	15,298	58,654	52,657	8,49,790	9,76,399
10,45,517	Previous year	14,092	60,478	60,102	9,10,845	
577	2 Special trains and reserved carriages					2,713
23,970	3 Passengers' luggage					18,942
1,03,523	4 Parcels traffic —					96,339
47	(a) Public parcels					45
	(b) Service parcels					
1,662	5 Other Coaching traffic —					2,773
2,989	(a) Rail and Road motor vehicles and carriages					2,099
	(b) Sundry					
12,475	6 Transport of Post Office Mails —					13,180
574	(a) Special postal trains					252
	(b) Hire and haulage of postal vans and compartments					
	(c) Post Office bags and parcels by weight					
2,358	7 Miscellaneous Coaching Receipts —					1,387
2,729	(a) Penalties levied for irregular travelling					3,319
	(b) Sundry					
11,96,421	Total including Refunds and Remissions					11,17,448
	8 Deduct —					
673	(a) Refunds of earnings collected —					687
10	(i) Over charge					3
	(ii) Penalty levied for irregular travelling					
683	Total Refunds					690
276	(b) Remissions of earnings not collected					105
959	Total Refunds and Remissions					795
11,95,462	Total excluding Refunds and Remissions					11,16,653

An enhanced mileage charge of 50% of the actual mileage is levied on Mirpurkhas Jhudo Branch line.

JODHPUR RAILWAY (MIRPURKHAS-KHAJRO BRANCH).

ABSTRACT I

No XI — *Coaching Earnings.*—(Concluded)

Year ending 31st March 1929

Year ending 31st March 1930

Previous Year	Traffic mileage Fares.	1st Class	2nd Class	Inter Class	3rd Class	Total
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount	Particulars	Amount	Amount	Amount	Amount	Amount
Rs	1 Passengers —	Rs	Rs	Rs	Rs	Rs
1,08,954	(a) Full fares	205	719	3,165	66,960	71,049
634	(b) Reduced fares —					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	98	452	88	562	1,200
468	(ii) Season and Zone tickets				378	378
132	(iii) Other description of concession tickets			1	51	52
	(c) Military passengers				3	3
	Total	303	1,171	3,254	67,954	72,682
1,10,188	Previous year	196	1,694	4,865	1,03,433	
11	2 Special trains and reserved carriages					151
1,209	3 Passengers' luggage					676
2,449	4 Parcels traffic —					1,335
	(a) Public parcels					
	(b) Service parcels					
142	5 Other Coaching Traffic —					107
	(a) Rail and Road motor vehicles and carriages					
	(b) Sundry					
408	6 Transport of Post Office Mails —					458
434	(a) Special postal trains					
	(b) Hire and haulage of postal vans and compartments					362
	(c) Post Office bags and parcels by weight					
269	7 Miscellaneous Coaching Receipts —					134
132	(a) Penalties levied for irregular travelling					173
	(b) Sundry					
1,15,242	Total including Refunds and Remissions					76,078
23	8 Deduct —					34
	(a) Refunds of earnings collected —					
	(i) Over charge					
	(ii) Penalty levied for irregular travelling					
23	Total Refunds					34
17	(b) Remissions of earnings not collected					
40	Total Refunds and Remissions					34
1,15,202	Total excluding Refunds and Remissions					76,044

An enhanced mileage charge of 50% of the actual mileage is levied on this Branch.

ABSTRACT II
No XI—*Goods Earnings*

31st March 1929

31st March 1930

Metre Gauge				PARTICULARS	Metre-Gauge			Total
Total	J Ry	J H. Ry	M K B Ry		J Ry	J H Ry	M K B Ry	
Rs	Rs	Rs	Rs		Rs	Rs	Rs	Rs
				1 Fuel —				
				(a) Coal and Coke —				
30,836	25,784	4,935	117	(1) For the Public	14,865	1,657	11	16,533
Nil	Nil	Nil	Nil	(2) For Foreign Rys and Homeline construction	Nil	Nil	Nil	Nil
17,519	11,005	6,489	25	(b) Oil Fuel	11,059	6,886	11	17,956
12,864	9,879	1,920	1,065	(c) Firewood and other fuel	8,299	4,350	2,096	14,745
61,219	46,668	13,344	1,207	Total	34,223	12,893	2,118	49,234
50,06,567	35,77,705	13,95,178	33,684	2 General Merchandise	33,72,175	11,04,546	30,965	45,07,686
6,718	4,561	2,157	Nil	3 Military Traffic	5,214	2,585	Nil	7,799
12,380	11,665	611	109	4 Live Stock	28,556	2,339	14	30,909
				5 Railway Materials (other than Coal and Coke) —				
11,128	8,754	2,374	Nil	(a) For Foreign Railways	18,219	7,101	Nil	25,320
1,76,979	1,45,746	31,223	10	(b) For Home line const ruction	82,621	30,140	24	1,12,785
				6 Service maintenance, mate- rials and Stores —				
				(a) Coal and Coke —				
1,33,628	1,21,962	11,666	Nil	(i) For Locomotive Deptt	98,966	9,519	Nil	1,08,485
Nil	Nil	Nil	Nil	(ii) For Other Departments	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(b) Oil Fuel	Nil	Nil	Nil	Nil
96,076	73,231	22,461	384	(c) General Stores and Materials ...	59,018	35,275	259	94,552
54,43,476	39,43,624	14,65,670	34,182	Total	36,64,769	11,91,505	31,262	48,87,536
				7 Miscellaneous Goods Earnings —				
1,080	813	264	3	(a) Demurrage	1,143	1,093	Nil	2,236
11,815	8,374	2,889	552	(b) Wharfage and Storage	13,142	3,489	424	17,055
Nil	Nil	Nil	Nil	(c) Sundries	Nil	Nil	Nil	Nil
12,895	9,187	3,153	555	Total	14,285	4,582	424	19,291
55,17,590	39,99,479	14,82,167	35,944	Total including refunds and remissions ...	37,13,277	12,08,980	33,804	49,56,061
				8 Deduct—				
				(a) Refunds of earnings collected				
32,208	22,558	8,038	1,612	(i) Over Charge	33,337	7,327	1,571	42,235
Nil	Nil	Nil	Nil	(ii) Demurrage, Wharf- age and Storage	Nil	Nil	Nil	Nil
				(b) Remissions of earnings not collected—				
1,703	1,568	83	52	(i) Under charge	491	23	Nil	514
872	597	241	34	(ii) Wharfage, Demu- riage and Storage	2,246	255	Nil	2,501
34,783	24,723	8,362	1,698	Total refunds and remissions	36,074	7,605	1,571	45,250
54,82,807	39,74,756	14,73,805	34,246	Total excluding Refunds and Remissions ..	36,77,203	12,01,375	32,233	49,10,811

JODHPUR RAILWAY.

No XI—ABSTRACT II *Concluded.*

Statement showing earnings from Goods Traffic for the year ending 31st March 1930

{Name of Commodity.	Jodhpur Railway	Jodhpur- Hyderabad Railway	Mirpurkhas- Khadio Railway	Total for the system exclu- ding refund and remission
	Rs	Rs	Rs	Rs
<i>Fuel—</i>				
Coal and Coke and Patent fuel—				
For the Public	14,865	1,657	11	16,533
For Foreign Railways and Home Line Construction				
Total	14,865	1,657	11	16,533
Oil fuel .	11,059	6,886	11	17,956
Firewood and other fuel	8,299	4,350	2,096	14,745
<i>Heavy Merchandise—</i>				
Rice in the husk ..	428	1,739	57	2,224
Rice not in the husk ..	1,13,947	1,03,124	2,395	2,19,466
Gram & pulse ...	1,03,950	12,451	350	1,16,751
Wheat ...	1,60,712	38,760	3,396	2,02,868
Jowar & Bajra .	1,33,451	44,867	1,438	1,79,756
Other Grains .	1,86,077	21,070	199	2,07,346
Marble & Stone... ..	3,62,235	23,212	1,267	3,86,714
Salt ...	2,38,019	4,065	384	2,42,468
Sugar Refined & unrefined .	82,988	26,927	897	1,10,812
Wood unwrought ..	25,231	5,471	173	30,875
Metallic Ores	19	14	1	34
Oil Seeds ..	91,641	51,704	2,650	1,45,995
Cotton, Raw, pressed .	2,41,025	1,25,240	Nil	3,66,265
Petrol (in bulk) .	36,318	16,978	Nil	53,296
Kerosine Oil (in bulk) ..	8,163	2,930	Nil	11,093
Molasses (in bulk) ..				
Total heavy merchandise .	17,84,204	4,78,552	13,207	22,75,963
<i>Light Merchandise—</i>				
Cotton, Raw, unpressed ...	2,293	53,832	6,407	62,532
Cotton Manufactured .	1,14,379	39,696	564	1,54,639
Fodder .	43,720	5,839	554	50,113
Fruits and Vegetables, Fresh .	35,631	8,582	377	44,590
Gur, Jagree, Molasses (not in bulk), etc	81,291	2,769	105	84,165
Jute, Raw ..	240	9	Nil	249
Iron and Steel wrought	2,25,739	92,555	756	3,19,050
Kerosine Oil in tins .	1,28,154	56,473	464	1,85,091
Petrol in tins .	37,067	15,823	8	52,898
Tobacco ..	46,432	17,340	304	64,076
Provisions ...	1,30,614	56,785	1,306	1,88,705
Manures (All kinds)	410	147	Nil	557
Total light merchandise	8,45,970	3,49,850	10,845	12,06,665
<i>Other commodities...</i>	7,08,173	2,68,795	5,342	9,82,310
<i>Total (General Merchandise)</i> ..	33,38,347	10,97,197	29,394	44,64,938
<i>Military traffic</i> .	5,214	2,585	Nil	7,799
<i>Live stock</i> .	28,556	2,339	14	30,909
<i>Railway materials</i> .	1,00,840	37,241	24	1,38,105
<i>Materials and stores on revenue account—</i>				
Fuel .	98,966	9,519	Nil	1,08,485
General stores and materials .	59,018	35,275	259	94,552
Total	1,57,984	44,794	259	2,03,037
<i>Total—All commodities</i>	36,65,164	11,97,049	31,809	48,94,022

ABSTRACT III.

No XI.—Miscellaneous Earnings

31st March 1929

31st March 1930.

Total	Metre-Gauge			PARTICULARS	Metre-Gauge			Total
	J Ry	J H Ry	M K B Ry		J Ry	J H Ry	M K B Ry	
Rs 9,179	Rs 6,963	Rs 1,657	Rs 559	1 Electric Telegraph Earnings	Rs 7,785	Rs 1,860	Rs 1,015	Rs 10,660
13,269	10,587	2,682	Nil	2 Rents and Tolls —				
829	682	147	Nil	(a) Residential buildings	14,927	3,851	Nil	18,778
1,235	1,020	215	Nil	(b) Other buildings or rooms	516	112	Nil	658
Nil	Nil	Nil	Nil	(c) Land	1,273	267	10	1,550
				(d) Tolls on bridges	Nil	Nil	Nil	Nil
15,333	12,289	3,044	Nil	Total Rents	16,716	4,260	10	20,986
Nil	Nil	Nil	Nil	3 Receipts from Catering Department —				
Nil	Nil	Nil	Nil	(a) Meals and refreshment in rooms and Cars	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(b) Sales of Stores and wines	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(c) Sundry receipts	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Total receipts Catering Department	Nil	Nil	Nil	Nil
10,848	7,589	3,259	Nil	4 Overhead charges and profits recovered on sale of Stores and work done in workshops	7,372	2,740	Nil	10,112
Nil	Nil	Nil	Nil	5 Unclaimed and Unpaid wages and salaries	1,744	652	Nil	2,396
Nil	Nil	Nil	Nil	6 Sundry receipts —				
Nil	Nil	Nil	Nil	(a) Advertisement fee	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(b) Fees on share transfer etc	Nil	Nil	Nil	Nil
33	24	9	Nil	(c) Excess in cash	29	12	Nil	41
1,38,112	88,290	49,643	179	(d) Other Unclassified receipts	9,585	3,427	110	13,122
22,459	22,259	Nil	Nil	(e) Interest on Capital cost of J Ry Stores	21,240	Nil	Nil	21,240
19,980	19,980	Nil	Nil	(f) Interest on Capital cost of J Ry Machinery	18,483	Nil	Nil	18,483
—773	—773	Nil	Nil	(g) Interest on Capital cost of electric light plant jointly used	Nil	Nil	Nil	Nil
1,02,541	1,02,541	Nil	Nil	(h) Interest on Capital cost of Locomotives	94,144	Nil	Nil	94,144
1,48,532	1,48,532	Nil	Nil	(i) Interest on capital cost of vehicles	1,39,344	Nil	Nil	1,39,344
34,069	32,598	1,471	Nil	(j) Interest on capital cost of buildings	32,545	3,019	Nil	35,564
4,64,753	4,13,451	51,123	179	Total sundry receipts	3,15,370	6,458	110	3,21,938
5,00,113	4,40,292	59,083	738	Total miscellaneous earnings including refunds and remissions	3,48,987	15,970	1,135	3,66,092
				7. Deduct —				
2,764	2,072	692	Nil	(a) Refunds of earnings collected				
12	8	4	Nil	(1) Rents and Tolls	193	78	Nil	271
				(2) Sundry receipts	16	1	Nil	17
2,776	2,080	696	Nil	(b) Remissions of earnings not collected	209	79	Nil	288
Nil	Nil	Nil	Nil		Nil	Nil	Nil	Nil
2,776	2,080	696	Nil	Total refunds and remissions	209	79	Nil	288
4,97,337	4,38,212	58,387	738	Total excluding refunds and remissions	3,48,778	15,891	1,135	3,65,804

JODHPUR RAILWAY

No XII—Statement of Outstanding Earnings for the year ending 31st March 1930

				Outstanding on			Reasons for outstanding in previous Column			
				Last day of year		Date of preparation of this statement				
				Rs	a	p	Rs	a	p	
Due from construction accounts										
"	Government	{	Postal Department	43	9		43	9		Acceptance awaited
			Civil	12,437	11		9,724	7		Payment awaited
			Military							
			Telegraph							
"	public Companies and Traders			2,166	9		2,158	11		{ Payment awaited
"	Other Railways			3,657	4		3,580	12		
"	Traffic Department			1,61,750	5	3	1,13,638	8	3	Station outstanding
Due On account of carriage of Revenue Stores										
"	From Engineering Department			1,147	9	9	926	11	9	{
	Locomotive									

Jodhpur R

Acceptance of bills awaited

Substitute the following for statements
of Section II of the Annual
ending 31st March

JODHPUR HYDERABAD R

No. X

Net Revenue Accounts for the	
Dr.	
	Rs.
To interest on Capital Outlay ..	3,53,546
To Balance being Surplus Profit ...	1,86,557
Total ..	5,40,103

Cr
Rs
5,40,103
*
*

March 1930

Memo showing how the above interest is

Interest to date as per Appendix
for 1929-30 ...

Deduct—Interest to end of 31st
March No. XVI of the pr

Interest for the year ending 31st

ABSTRACT III

No XI.—Miscellaneous Earnings

31st March 1929

31st March 1930.

Total	Metre-Gauge			PARTICULARS.	Metre-Gauge			Total
	J Ry	J H Ry	M K B Ry		J Ry	J H Ry	M K B Ry	
Rs 9,179	Rs 6,963	Rs 1,657	Rs 559	1 Electric Telegraph Earnings	Rs 7,785	Rs 1,860	Rs 1,015	Rs 10,660
13,269	10,587	2,682	Nil	2 Rents and Tolls —				
829	682	147	Nil	(a) Residential buildings	14,927	3,851	Nil	18,778
1,235	1,020	215	Nil	(b) Other buildings or rooms	516	112	Nil	658
Nil	Nil	Nil	Nil	(c) Land	1,273	267	10	1,550
				(d) Tolls on bridges	Nil	Nil	Nil	Nil
15,333	12,289	3,044	Nil	Total Rents	16,716	4,260	10	20,986
Nil	Nil	Nil	Nil	3 Receipts from Catering Department —				
Nil	Nil	Nil	Nil	(a) Meals and refreshment in rooms and cars	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(b) Sales of Stores and wines	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	(c) Sundry receipts	Nil	Nil	Nil	Nil
Nil	Nil	Nil	Nil	Total receipts Catering Department	Nil	Nil	Nil	Nil
10,848	7,589	3,259	Nil	4 Overhead charges and profits recovered on sale of Stores and				
Nil	Nil	Nil						
Nil	Nil	Nil						
33	24	Nil						
1,38,112	88,290	49,						
22,259	22,259	Nil						
19,980	19,980	Nil						
—773	—773	Nil						
1,02,541	1,02,541	Nil						
1,48,532	1,48,532	Nil						
34,069	32,598	1,47						
4,64,753	4,13,451	51,121						
5,00,113	4,40,292	59,088						
2,764	2,072	692						
12	8	4						
2,776	2,080	696						
Nil	Nil	Nil						
2,776	2,080	696						
4,97,337	4,38,212	58,387						

JODHPUR RAILWAY

No XII —Statement of Outstanding Earnings for the year ending 31st March 1930

				Outstanding on			Reason for outstanding in previous Column			
				Last day of year		Date of preparation of this statement				
				Rs	a	p	Rs	a	p	
Due from construction accounts										
"	Government	Postal Department	43	9			43	9		Acceptance awaited
		Civil	12,437	11			9,724	7		
		Military								Payment awaited
		Telegraph								
"	public Companies and Traders			2,166	9		2,158	11		} Payment awaited
"	Other Railways			3,657	4		3,580	12		
"	Traffic Department			1,61,750	5	3	1,13,638	8	3	Station outstandings
Due On account of carriage of Revenue Stores										
"	From Engineering Department			1,147	9	9	926	11	9	} Acceptance of bills awaited
"	"	Locomotive	"				"			
"	"	Carriage and Wagon	Department				"			
"	"	Traffic	do	1,056	5	3	974	3		
"	"	Stores	do	51	15		51	15		
"	"	Medical	do							
"	"	Sundries	do							
Total				1,82,311	4	3	1,31,098	13		

No XIII —Statement of Surplus Profits for the year ending 31st March 1930

—Nil—

JODHPUR-HYDERABAD RAILWAY —(British Section)

No XIV *Vide Slip*

Net Revenue Account for the year ending 31st March 1930			
Dr			Cr
	Rs		Rs
To Interest on Capital Outlay	*	By Net Earnings of the year as per Form No VIII	5,40,103
Balance, being surplus profits	*	Balance, being net loss	*
Total	*	Total	*

Memo showing how the above interest has been calculated during the year ending 31st March 1930.

Total Outlay to end of This half Outlay from to (Rs) } *
 Interest on Rs for 6 months—Rs
 * The figures will be advised later on.

JODHPUR-HYDERABAD RAILWAY — (British Section)

Dr		XV — Account of Total Net Receipt		Cr	
To Net earnings to end of previous year	...	Rs 1,37,36,277	By amount outstanding at debit of Traffic Account	..	Rs —63,322
To Net earnings for current year		5,40,103			
To amount of Demands payable at end of year		1,11,169	By amount outstanding at debit of Revenue Suspense	...	
To Foreign Railways	...		By amount of Net receipts		1,44,50,871
Total	...	1,43,87,549	Total		1,43,87,549

No XVI						Cr	
Interest Account.						Rs	
Dr.						59,627	
To Amount of Net Receipts from Account No. XV	...	1,44,50,871	By Interest to end of previous year	.	55,59,627	*	
			By Interest during current year	.	3,53,546	*	
			By Balance of net Receipts in excess of Interest of Capital Account	...	85,37,698	*	
Total	..	1,44,50,871	Total	.	1,44,50,871		
Jodhpur.						Cr	
Dated 4th Sept. 1930.						Rs	
						—63,322	
						...	
						...	
						...	
						,, Government	
						1,44,50,871	
Total	.	1,43,87,549	Total			1,43,87,549	

No. XVIII.—Abstract of Returned Stores—Nil.

JODHPUR RAILWAY.

(Metre-Gauge System)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section), Sind Light Railway, for the year ending 31st March 1930 are correct and have been prepared strictly in accordance with the orders in force.

COMMANDER A. W. WOOD,
AUDITOR OF ACCOUNTS,
Jodhpur Railway

Dated, the 20th June 1930.

J. W. GORDON, MAJOR,
MANAGER,
Jodhpur Railway.

Certificate respecting the Permanent Way, etc.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs, etc, have during the past year, been maintained in good working condition and repair

J. W. GORDON, MAJOR,
MANAGER,
Jodhpur Railway.

Dated, the 14th April 1930.

E. E. V. TEMPERLEY, MAJOR,
DEPUTY MANAGER (ENGINEERING),
Jodhpur Railway.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have during the past year, been maintained in good working order and repair

J. W. GORDON, MAJOR,
MANAGER,
Jodhpur Railway

Jodhpur Dated, the 14th April 1930.

J. H. STIRLING,
LOCO, CARRIAGE & WAGON SUPDT,
Jodhpur Railway.

Confirmed.

Bombay,
Dated the 17th April 1930 }

G. W. N. ROSE,
SENIOR GOVT INSPECTOR OF RAILWAYS,
Circle No. 5.

JODHPUR RAILWAY
ANNUAL REPORT
1929-30.

SECTION III.
ANALYSIS OF WORKING
(Statistical Statements)

TABLE OF CONTENTS

SECTION III

ANALYSIS OF WORKING.

Headings	Number of Statement.	Page No
Description of Railway Worked	1	2
Mileage open and under construction on 31st March 1930	2	3
Statements of Rolling Stock for the year ended 31st March 1930.		
Locomotives	3A	4
Rail Motor, Steam Coaches and Electric Motor Coaches	3B	4
Coaching stock	4	5-8
Goods stock	6	9-10
Explanatory notes to statement No 6		11
Statement of Passenger Revenue statistics	9	12-13
" Goods Revenue statistics	10	14-15
" Train and Engine Mileage	11	16-17
" Train and Engine hours	12	17-18
" Vehicle miles	13	18-19
" Vehicle usage	14	19
" Running of Trains	15	20
" Loads of Trains	16	21
" Shunting and Light running	17	21
" Engine usage	18	22
" Density	19	22
" Efficiency	20	22
" Repair of Rolling Stock	21	23
" Coal Consumption	22	24
" Oil Consumption	23	24
" Commodities	24	25
General results of working	25	26
Working Expenses Tables A to G	26	27-32
Statement of Steam coach performance		} 32
" Rail motor performance		
" Electric train performance		

STATISTICAL STATEMENTS.

No 1 —DESCRIPTION OF RAILWAY WORKED

For the year ended 31st March 1930

Item	Headings	GAUGE
		3'—3 $\frac{3}{8}$ "
1 01	Mean mileage worked . . . Miles	909 83
1 02	Number of stations .. . No	145
1 02 (a)	Number of block-huts, branch booking offices and out agencies . . . No	Nul
1 03	Total length of the following gradients—	
	(a) 1/50 and less . . . Miles	0 51
	(b) 1/51 to 1/80 .. .. "	. ...
	(c) 1/81 to 1/100 .. . "	1 47
	(d) 1/101 to 1/200 "	195 46
	(e) 1/201 to 1/300 . . . "	69 53
	(f) Total "	266 97
1 04	Steepest gradient worked—	
	(a) Length .. . "	0 51
	(b) Inclination "	1/50
1 05	Maximum degree of curvature and radius—	
	(a) Degree of curvature . . . "	8°
	(b) Radius in feet "	716'
1 06	Ratio of curve to total length of line (expressed as a percentage) .. .	8 76
1 07	Average amount of curvature per mile ... Degrees	11 74

No 2—Statement showing the mileage open and under construction on 31st March 1930

Item	Headings	RAILWAY COMPRISING THE SYSTEM		
		Jodhpur Railway	Jodhpur Hyderabad Railway	Mirpurkhas Khadro Branch
2 01	Gauge	3'-3 $\frac{3}{8}$ "	3'-3 $\frac{3}{8}$ "	3'-3 $\frac{3}{8}$ "
2 02	Route mileage— Single	(a) 726 94	174 41	49 50
2 03	Double line			
2 04	Treble lines, etc, as the case may be			
2 05	Total	726 94	174 41	49 50
2 06	Track mileage— Running track (treating double, treble, etc, lines as 2, 3 or more tracks)	726 94	174 41	49 50
2 07	Transportation sidings	99 39	38 05	3 14
2 08	Commercial sidings	13 27	5 22	0 48
2 09	Total	839 60	217 68	53 12
2 10	Mileage opened during the year 1929 30— Section (see details below)			
2 11	Date of first opening for traffic (see details below)			
2 12	Miles (single, double, treble, etc, or sidings)	32 69		.
2 13	Working Agency		Jodhpur Railway	
2 14	Constructing Agency	Jodhpur Darbar,	British Government	Sind Light Ry Co,
2 15	Route mileage authorised but not open for traffic on 31st March 1930— Sanctioned—Section (see details below)			
2 16	Miles	52 38		
2 17	Under construction—Section	Lodermmer-Blunmal		
2 18	Miles	6 06		
2 19	Proportion of work completed on 31st March 1930	95% of all works completed		
2 20	Mileage worked on foreign railways in exercise of running powers or under some other arrangement			
2 21	Classification of line	Indian State Line	State line	Unassisted Companies lines

NOTE —(a) Difference of 0 99 is due to the fact that last year mileage 0 99 were accounted for under commercial sidings instead of route mileage

Items 2 10, 2 11 and 2 12 —

Name of Section

Jalore Sarat

Sarat Modra

Modra Lodermmer

Date of opening

15 2-1930

1-3-1930

15 3 1930

Miles

18 01

3 74

11 14

} For Goods Traffic only

Total

32 69

Item 2 15—

Bilara Jaiteeran

Phalodi Pokaran

15 58

37 00

Total

52 38

No 4 --STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1930 --Coaching Stock--Metric Gauge--

[illegible]

No 4--STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1930--Coaching stock--Metre Gauge--(Concluded)

Description of stock (vide column 24)	Number of authorised and service vehicles at the end of the previous year			Changes in the sanctioned authorised stock during the year			Changes in service stock during the year										Total												
	Total seats by classes			Authorised stock at the end of the previous year	Serviceable stock at the end of the previous year (=Columns 7-8-9+10)	Additions to authorised stock sanctioned by Railway Board	Deductions in authorised stock sanctioned by Railway Board	Authorised stock at the end of the year (=Columns 7+12-13)	Authorised new stock not constructed at the end of the year (=Columns 8+12-13b)-reduction in stock not yet constructed (=column 9)	New additions (against columns 8 and 12)	Replacements (against columns 9 and 20)	Increase	Decrease	Authorised stock condemned sold or transferred to repaired list to be replaced	Authorised stock condemned or sold not to be replaced	Additions by transfer from authorised list		Replaced stock + stock referred to in column 10 condemned or sold											
	First	Second	Third																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
2 Other coaching vehicles—																													
(a) Luggage and brakes and brake vans with full accommodation (excluding the forming part of composite passenger carriages)	{ 4 wheeled																												
(b) Brake vans fitted with Mail (Newspaper letter sorting)																													
(c) Fruit Vans	Bagie	17 0																											
(d) Carriages and Motor vans	4 wheeled	7 58																											
(e) Horse vans		7 87																											
(f) Luggage vans		7 79																											
(g) Miscellaneous (excluding departmental)																													
Total other coaching vehicles																													
3 Brake vans used exclusively on passenger service	{ 4 wheeled	7 93																											
	{ 6 wheeled																												
	{ Bagie	19 6																											
Total																													
Total coaching vehicles (excluding departmental)																													

4 Special wagons—													
(i) Loco stock wagons	5 38	13 0	611	47								47	
(ii) Wagons for explosives	4 50	5 0	15	3								3	
(iii) Timber or rail wagons	7 05	6 25	6	1								1	
(iv) Petrol Tank wagons	15 4	17 4	70	4								4	
(v) Other tank wagons	6 80	7 33	74	10								10	
(vi) Miscellaneous wagons	12 5	20 5	41	2								2	
Total special wagons			817	67								67	
Total goods wagons (excluding brake vans)			29,087	2,409								2,472	
5 Brake vans used indiscriminately on passenger, goods, or mixed services—													
4 wheeled Bogie	7 71	3 12	147	49								47	
Total			147	49								47	
6 Deeply vehicles (including travelling cranes)—													
(i) Running water tanks	3 98			9								9	
4 wheeled Bogie	5 18			36								36	
Low sided open wagons with brackish water tanks	23 0			9								9	
(ii) Drivers wagons	4 0			6								6	
4 wheeled Bogie	4 89			24								24	
(iii) Store Vans	6 06			2								2	
4 wheeled Bogie	10 87			2								2	
(iv) Travelling cranes with Dummy 4 wheeled shops service wagons	15 37			2								2	
4 wheeled Bogie	3 25			3								3	
(v) " " for wheels	4 0			1								1	
(vi) Covered wagons for Motor trolleys 4 wheeled	3 75			7								7	
(vii) Open wagons for Motor trolleys 4 wheeled	3 25			10								10	
(viii) Open wagons for Motor trolleys W T S	3 7			1								1	
(ix) Break down vans Bogie	14 50			3								3	
4 wheeled Bogie	8 62			116								116	
Total Departmental wagons				5								5	
7 Motor inspection trolleys													
8 Road vehicles—													
(i) Motor cars (Passengers)													
(ii) Motor vans (for parcels and goods)													

EXPLANATORY NOTES TO STATEMENT No 6.

Goods Stock

COVERED WAGONS —

Over 15 and upto 20 tons

Item Nos 11 and 17

One wagon No 9,195 was converted to
Engineering Brake Down Van No
3,521

OPEN WAGONS HIGH SIDED

There are no high sided wagons on this
Railway

OPEN WAGONS LOW SIDED —

Over 10 and upto 15 tons

Item No 16

Four wagons were released from Depart-
mental use

PETROL TANK WAGONS BOGIE —

Item No 10 and 13

One of 1930-31

Item No 14

Two of 1929-30

OIL TANK WAGONS BOGIE —

Item No 10 and 13

One of 1930-31,

DEPARTMENTAL WAGONS.—

Accident Vans

Item No 16

See remarks against covered wagons over
15 and upto 20 tons

RUNNING WATER TANKS BOGIE.—

Item Nos. 6 and 14.

Three of 1929-30

No 9 Statement of Coaching Revenue Statistics.

Item	Heading	Amount or Number	
	Passengers originating on home line whether local or foreign (in hundreds)—		
9 01	1st	27	
9 02	2nd	223	
9 03	Inter	925	
9 04	3rd	32,164	
9 05	Total	33,339	
9 06	Other traffic	3,746	
9 07	Total (Items 9 01 to 9 06)	37,085	
	No of passengers carried (in hundreds)—		
9 08	1st	43	
9 09	2nd	297	
9 10	Inter	978	
9 11	3rd	35,767	
9 12	Total (Items 9 08 to 9 11)	37,085	
	Passenger miles (in thousands)—		
9 13	1st	540	
9 14	2nd	3,114	
9 15	Inter	4,473	
9 16	3rd	151,309	
9 17	Total	159,436	
	Average number of miles a passenger was carried—		
9 18	1st	124 6	
9 19	2nd	105 0	
9 20	Inter	45 7	
9 21	3rd	42 3	
9 22	Total	43 0	
	Number of and earnings from passengers carried on the system—		
	Full fares—		
9 23	1st	3 429	54 800
9 24	2nd	20,538	1 59,537
9 25	Inter	91,796	1,10,863
9 26	3rd	3,512,361	31,48,960
9 27	Total	3,628,124	34,74,160
	Season and Zone tickets—		
9 28	1st		..
9 29	2nd		
9 30	Inter		
9 31	3rd	3,054	2,194
9 32	Total	3,054	2,194

No. 9 —Statement of Passenger Revenue Statistics—*concl'd.*

Item	Heading	Number carried	Earnings
	<i>Other traffic carried at less than full fares—</i>		
9 33	1st	904	8,364
9 34	2nd	9,117	25,280
9 35	Inter	6,006	6,534
9 36	3rd	61,252	47,487
9 37	Total	77,279	87,665
	<i>Total traffic—</i>		
9 38	1st	4,333	63,164
9 39	2nd	29,655	1,84,817
9 40	Inter	97,802	1,17,397
9 41	3rd	3,576,667	31,98,641
9 42	Total	3,708,457	35,64,019

Earnings from passengers carried on the system by zones excluding military passengers and passengers holding season tickets—

Item	Class	1—50 miles		51—150 miles		151—300 miles		Over—300 miles		Total	
		No	Rs	No	Rs	No	Rs	No	Rs	No	Rs
9 43	1st	1,372	5,111	1,927	22,022	279	6,228	732	27,356	4,310	60,717
9 44	2nd	15,347	21,548	8,291	46,084	935	11,175	4,889	1,00,185	29,412	1,78,992
9 45	Inter	74,577	45,737	20,427	46,801	915	4,562	1,851	16,155	97,770	1,12,755
9 46	3rd	2,662,429	10,74,816	767,600	13,28,309	68,995	2,66,556	71,266	5,03,201	3,570,290	31,78,891
9 47	Total	2,753,725	11,47,211	798,245	14,42,716	71,124	2,88,521	78,688	6,62,897	3,701,782	35,31,345

Earnings from passengers carried including refunds and remissions
(in thousands)—

9 48	1st		63
9 49	2nd		1,85
9 50	Inter		1,17
9 51	3rd		31,99
9 52	Total		35,64
	<i>Average rate (in pies) charged per passenger per mile—</i>		
9 53	1st		22 4
9 54	2nd		11 4
9 55	Inter		5 04
9 56	3rd		4 06
9 57	Total		4 29
9 58	Total parcel earnings including refunds and remissions (in thousands)		3,17
	<i>Total parcel earnings of the system by zones—</i>		
9 59	1 to 50 miles		18,708
9 60	51 to 150 miles		67,459
9 61	151 to 300 miles		30,693
9 62	Over 300 miles		2,00,279
9 63	Total		3,17,139
9 64	Other miscellaneous coaching earnings including refunds and remissions (in thousands)		2,14
9 65	Total other coaching earnings (Items 9 58+9 64)		5,31
	<i>Total coaching earnings (in thousands)—</i>		
9 66	Total including refunds, etc		40,95
9 67	Refunds and remissions	...	4
9 68	Total excluding refunds, etc		40,91

No 10 —Statement of Goods Revenue Statistics —*contd*

Item	Heading	Amount or Number
10 01	Tons originating on home line (whether local or foreign)— Coal for the public	90
10 02	Coal for foreign railways and Home line construction	
10 03	Coal for home line	7,676
10 04	Grain and oil seeds	38,063
10 05	Other commodities (including other revenue stores)	618,345
10 06	Total (items 10 01 to 10 05)	664,174
10 07	Other traffic	347,987
10 08	Total (items 10 06 + 10 07)	1,012,161
10 09	No of tons terminating	728,717
10 10	No of tons of cross traffic	120,579
10 11	No of tons carried (in thousands)— Coal for the public	10
10 12	Coal for foreign railways and Home line construction	
10 13	Coal for home line	53
10 14	Grain and oil seeds	153
10 15	Other commodities (including other revenue stores)	796
10 16	Total (items 10 11 to 10 15)	1,012
10 17	Actual number of tons carried on the system	1,012
10 18	Net ton miles (in thousands)— Coal for the public	1,269
10 19	Coal for foreign railways and Home line construction	
10 20	Coal for home line	10,877
10 21	Grain and oil seeds	23,159
10 22	Other commodities (including other revenue stores)	89,019
10 23	Total (items 10 18 to 10 22)	124,324
10 24	Average miles a ton of goods was carried— Coal for the public	127
10 25	Coal for foreign railways and Home line construction	
10 26	Coal for home line	206
10 27	Grain and oil seeds	151
10 28	Other commodities (including other revenue stores)	112
10 28	Total coal excluding coal for home line	127
10 29	Total goods including coal	123

No. 10 —Statement of Goods Revenue Statistics—*Concl'd*

Item	Heading.	Amount or Number
	Earnings from goods carried including refunds and remissions (in thousands)—	
10 30	Coal for the public .	17
10 31	Coal for foreign railways and Home line construction	
10 32	Coal for Home line	1,09
10 33	Grain and oil seeds	10,74
10 34	Other commodities (including other revenue stores)	37,37
10 35	Total (items 10 30 to 10 34)	49,37
	Average rate (in pies) charged for carrying a ton of goods one mile—	
10 36	Coal for the public .	2 50
10 37	Coal for foreign railways and Home line construction	
10 38	Coal for home line . . .	1 92
10 39	Grain and oil seeds	8 90
10 40	Other commodities (including other revenue stores)	8 06
10 41	Total goods including coal	7 62
10 41a	Total coal excluding coal for home line	2 50
10 42	Total other goods earnings including refunds and remissions (in thousands)	19
	Total goods earnings (in thousands)—	
10 43	Total including refunds etc	49,36
10 44	Refunds and remissions	45
10 45	Total excluding refunds, etc	49,11
10 46	Total electric telegraph earnings (in thousands) .	11
10 47	Total Sundry earnings (in thousands) (excluding refunds, etc	3,55
10 48	Total gross earnings (in thousands) (excluding refunds, etc)	93,68
	Steam boat earnings (already included in respective coaching and goods earnings)—(excluding refunds, etc)	
10 49	Coaching	Nil
10 50	Goods	Nil.
10 51	Total .	Nil.

No. 11.—Statement of Train and Engine Mileage —*contd*

Item	Heading	Amount or Number
	<i>Train Miles—</i>	
11 01	Passenger	469,491
11 02	Goods—	
	(a) Main line	300,954
	(b) Branch line	15,577
	(c) Total	316,531
11 03	Mixed—	
	(a) Passenger proportion	363,339
	(b) Goods proportion	517,650
	(c) Total	880,989
11 04	Passenger and proportion of mixed	832,830
11 05	Goods and proportion of mixed	834,181
11 06	Total (Items 11 04+11 05)	1,667,011
11 07	Departmental—	
	(a) Passenger and total mixed	6,047
	(b) Goods	76,580
	(c) Total [Items 11 07 (a)+11 07 (b)]	82,627
11 08	Rail Motor car miles	Nil
11 09	Steam Coach miles ..	Nil
11 10	Internal combustion coach miles	Nil
11 11	<i>Shunting Miles—</i>	
	Passenger and proportion of mixed—	
	(a) Shunting engines	73,285
	(b) Train engines	43,450
	(c) Total	116,735
	Goods and proportion of mixed—	
	(d) Shunting engines	176,355
	(e) Tram engines ..	65,565
	(f) Total	241,920
11 12	<i>Other engine miles—</i>	
	Passenger and proportion of mixed—	
	(a) Assisting required	44
	(b) Assisting not required	2,820
	(c) Light	4,430
	(d) Total 'Other' [items 11 12 (a) to 11 12 (c)]	7,294

No 11.—Statement of Train and Engine Mileage—*Concl'd*

Item	Heading	Amount or Number
	Goods and proportion of mixed—	
	(e) Assisting required	Nil
	(f) Assisting not required	389
	(g) Light	8,686
	(h) Siding	1,394
	(i) Total 'Other' [items 11.12 (e) to 11.12 (h)]	10,469
11 13	Departmental (including shunting)—	
	(a) Passenger and total mixed .	343
	(b) Goods—Engineering ..	4,206
	(c) Total Goods , .	29,808
	(d) Total Departmental [items 11 07 (a) and (b) + 11 13 (a) and (c)] .	112,778
11 14	Total engine miles—	
	(a) Traffic engine miles—	
	Passenger and proportion of mixed .	956,859
	(b) Traffic engine miles—	
	Goods and proportion of mixed	1,086,570
	(c) Total including departmental [11 13 (d) + 11 14 (a) and (b)]	2,156,207

No 12.—Statement of Train Engine and other Engine Hours —*cont'd*

12 01	Train hours—Traffic Service—	
	(a) Passenger	24,617
	(b) Mixed	65,643
	(i) Passenger proportion . . .	27,093
	(ii) Goods proportion	38,550
	(iii) Total	65,643
	(c) Goods—	27,705
	(i) Main line , . . .	1,463
	(ii) Branch line . . .	
	(iii) Total	29,168
12 02	Shunting hours—	
	(a) Passenger and proportion of mixed	23,347
	(b) Goods and proportion of mixed ..	48,384

No 12 —Statement of Train Engine and other Engine Hours—*Concl'd*

Revised figures based on instructions for the year 1928-29	Item	Heading	Amount or Number
100,569 155,260 Not available	12 03	Other engine hours—	
		(a) Passenger and proportion of mixed	24,505
		(b) Goods and proportion of mixed	24,668
		(c) Siding engine hours	204
	12 04	Total engine hours—Traffic Service—	
		(a) Passenger and proportion of mixed	99,562
		(b) Goods and proportion of mixed (including siding)	140,974
	12 05	Departmental Engine hours—	
		(a) Passenger and total mixed	1,007
		(b) Goods	14,286
		(c) Total	15,293
	12 06	Total engine hours [12 04 (a) and (b)+12 05 (c)]	255,829
	12 07	Percentage of passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	52
	12 08	Percentage of goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	43

No 13.—Statement of Vehicle and Wagon Miles —*Cont'd*

13 01	Passenger trains—	
	(a) Coaching vehicles	8,746,174
	(b) Other vehicles	649,743
	(c) Total	9,395,917
13 02	Mixed (passenger proportion)—	
	(a) Coaching vehicles	8,994,404
	(b) Other vehicles	132,797
	(c) Total	9,127,201
13 03	Total Passenger and proportion of mixed—	
	(a) Coaching vehicles	17,740,578
	(b) Other vehicles	782,540
	(c) Total	18,523,118
13 04	Goods trains—	
	(a) Main lines—	
	(a) Loaded	10,968,937
	(b) Total	16,303,902
	(c) Percentage loaded of total	67

No 13 —Statement of Vehicle and Wagon Miles—*Concl'd*

Item	Heading	Amount or Number
	(12) Branch lines—	
	(a) Loaded	205,026
	(b) Total	365,461
	(c) Percentago loaded of total	56
13 05	Mixed trains (goods proportion only)—	
	(a) Loaded	10,130,238
	(b) Total	13,190,792
13 06	Grand total (including proportion of mixed)—	
	(a) Loaded	21,313,201
	(b) Total	29,860,155
	(c) Percentago loaded of total	71
13 07	Departmental—	
	(a) Passenger and total mixed	96,963
	(b) Goods	3,054,443
	(c) Total	3,151,406
13 08	Brake Vans—	
	(a) Passenger and total mixed	951,280
	(b) Goods	418,022
	(c) Total	1,369,302

No 14 —Statement of Vehicle and Wagon Usage

	<i>Coaching stock —</i>	
	Average authorised stock (in units)—	
14 01	Passenger carriages	227
14 02	Other coaching vehicles	63
	Average number on the line—	
	Passenger carriages—	
14 03	In units	231
14 04	In terms of four-wheelers	390
	Other coaching vehicles—	
14 05	In units	27
14 06	In terms of four wheelers	35
14 07	Vehicle miles per vehicle day	114
	Goods stock—	
14 08	Average authorised stock (in units)	2,297
	Average number of wagons owned—	
14 09	In units	2,264
14 10	In terms of four-wheelers	2,544
14 11	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers)	2,520
	Average wagon load—	
	Starting load—	
14 12	Coal and coke (including revenue coal and coke)	10 4
14 13	Heavy merchandise	8 31
14 14	Light merchandise	3 31
	During the run—	
14 15	All traffic	5 34
14 16	Wagon miles per wagon day	30 8
14 17	Net ton miles per wagon day	124

No. 15 —Statement of Running of Trains.

Item	Heading	Amount or Number
		Railway's own trains
	Running of passenger and mixed trains (Traffic)—	
	(a) Mail and important through trains—	
15 01	Total number of trains run	2,192
15 02	Number of trains not losing time	2,053
15 03	Percentage of trains not losing time	93 7
15 04	Average time table speed ..	18 3
	(b) Suburban trains—	
15 05	Total number of trains run	
15 06	Number of trains not losing time	
15 07	Percentage of trains not losing time	
15 08	Average time table speed	.
	(c) Mixed trains—	
15 09	Total number of trains run	14,896
15 10	Number of trains not losing time	13,124
15 11	Percentage of trains not losing time	88 1
15 12	Average time table speed	13 0
	(d) Other passenger trains—	
15 13	Total number of trains run	730
15 14	Number of trains not losing time	553
15 15	Percentage of trains not losing time	75 8
15 16	Average time-table speed	19 0
	Average speed of Goods trains—	
	Ordinary goods trains—	
15 17	Main lines—Train miles per train engine hour	10 73
15 18	Branch lines—Train miles per train engine hour	10 65
15 19	Total—Train miles per train engine hour	10 72
	All Goods trains—	
15 20	Main lines—Train miles per train engine hour	10 75
15 21	Branch lines—Train miles per train engine hour	10 65
15 22	Total—Train miles per train engine hour	10 74

No. 16.—Statement of Loads of Trains.

Item	Heading	Amount or Number
16 01	Net or freight ton miles (goods and proportion of mixed)	113,707,657
	Gross ton miles (<i>excluding</i> weight of engine and departmental)—	
16 02	Passenger and proportion of mixed	185,292,367
16 03	Goods and proportion of mixed	252,381,262
	Gross ton miles (<i>including</i> weight of engine but <i>excluding</i> departmental)—	
16 04	Passenger and proportion of mixed	233,844,671
16 05	Goods and proportion of mixed	301,122,457
	Gross ton miles (<i>including</i> weight of engine and departmental)—	
16 06	Passenger and proportion of mixed	235,131,442
16 07	Goods and proportion of mixed	322,122,898
	Average train load—	
	Passenger—	
16 08	Number of vehicles	22
	Passenger including proportion of mixed—	
16 09	Gross weight (<i>including</i> weight of engine) Tons	281
	Goods—	
	Main lines—	
16 10	Loaded wagons per train	36
16 11	Total wagons per train	54
16 12	Percentage loaded of total	67
	Branch lines—	
16 13	Loaded wagons per train	13
16 14	Total wagons per train	23
16 15	Percentage loaded of total	56
	Goods including proportion of mixed—	
16 16	Net or freight weight Tons	136
16 17	Gross weight (<i>including</i> weight of engine) "	360
16 18	Gross weight (<i>excluding</i> weight of engine) "	303

No. 17.—Statement of Shunting and Light Running

	Passenger and proportion of mixed—	
17 01	Shunting miles per 100 train miles	14 02
17 02	Light engine miles per 100 train miles	0 53
17 03	Light and assisting not required miles per 100 train miles	0 87
	Goods and proportion of mixed—	
17 04	Shunting engine miles per 100 train miles	29 00
17 05	Light engine miles per 100 train miles	1 04
17 06	Light and assisting not required miles per 100 train miles	1 09

No. 18.—Statement of Engine Usage

Item	Heading	Amount or Number
18 01	Average authorised stock	104
18 02	Average total number on the line	108
18 03	Average number available for use	92
18 04	Actual number in good repair stored	
	(a) Maximum number in good repair stored	Nil
	(b) Minimum number in good repair stored	Nil
	Average number in use daily on—	
18 05	Passenger service	10
18 06	Mixed service	25
18 07	Goods service	8
18 08	Departmental service	5
18 09	Shunting including siding	9
18 10	Total	57
18 11	Spare	35
18 12	Maximum number in use on any one day	69
18 13	Engine miles per passenger engine per day	130
18 14	Engine miles per mixed engine per day	103
18 15	Engine miles per goods engine per day	123
18 16	Engine miles per day per engine in use	103
18 17	Engine miles per day per engine on the line	55
18 18	Net ton miles per goods locomotive day on the line	4,856
18 19	Net ton miles per goods locomotive day in use	10,861
18 20	Hours worked per day by engines available for use	7 62

No. 19 —Statement of Density

19 01	Passenger miles per running track miles per annum	168,874 6
19 02	Passenger miles per route mile per annum	168,874 6
19 03	Net ton miles per running track mile per annum	130,750 3
19 04	Net ton miles per route mile per annum	130,750 3
19 05	Gross ton miles (including weight of engine) per running track mile per annum	586,059 1
19 06	Gross ton miles (including weight of engine) per route mile per annum	586,059 1
19 07	Train miles per running track mile per day	5 05

No. 20 —Statement of Efficiency

	Goods and proportion of mixed—	
20 01	Wagon miles per shunting engine hour	617
20 02	Wagon miles per engine hour	192
20 03	Net ton miles per engine hour	732
20 04	Gross ton miles (including weight of engine) per engine hour	1,940
20 05	Gross ton miles (excluding weight of engine) per train engine hour	3,727

No 21.—Statement of Repair of Rolling Stock.

Item	Heading	Amount or Number
	<i>Engines—</i>	
	Average number under or awaiting repair—	
	In mechanical workshops—	
21 01	Number	10
21 02	Percentage of item 21 01 to average total number on the line	9 25
	In sheds and transportation workshops—	
21 03	Number	6
21 04	Percentage of item 21 03 to average total number on the line	5 55
	<i>Coaching stock—</i>	
	Average number under or awaiting repairs	
	In Mechanical Workshops—	
21 05	Passenger carriages	19
21 06	Other coaching vehicles	5
21 07	Percentage of item 21 05 to average total number on the line	8 22
21 08	Percentage of item 21 06 to average total number on the line	18 5
	In sick lines and transportation workshops—	
21 09	Passenger carriages	Nil.
21 10	Other coaching vehicles	Nil
21 11	Percentage of item 21 09 to average total number on the line	Nil
21 12	Percentage of item 21 10 to average total number on the line	Nil
	<i>Goods stock—</i>	
	Number of unserviceable wagons—	
	In mechanical workshops—	
21 13	Number	42
21 14	Percentage of item 21 13 to average number on line daily	1 67
	In sick lines and transportation workshops—	
21 15	Number	13
21 16	Percentage of item 21 15 to average number on line daily	0 52
21 17	Number of Hot boxes— Coaching	17
21 18	Goods	132

No. 22.—Statement of Coal consumption.

Item	Heading	Amount or Number
	Number of tons of fuel consumed by locomotives—	
22 01	Foreign coal	Nil
22 02	Indian coal	45,445
22 03	Wood	268
22 04	Oil fuel	
22 05	Total (in terms of coal)	45,552
	Number of tons of fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc—	
22 06	Foreign coal	
22 07	Indian coal	5,916
22 08	Wood	
22 09	Oil fuel	
22 10	Total (in terms of coal)	5,916
	Total fuel consumed—	
22 11	Foreign coal	
22 12	Indian coal	51,361
22 13	Wood	268
22 14	Oil fuel	
22 15	Total (in terms of coal)	51,468
	Average cost per ton (at pit's mouth or station of supply)	
22 16	Foreign coal	Rs
22 17	Indian coal	4 32
22 18	Wood	5 00
22 19	Oil fuel	"
	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—	
22 20	Foreign coal	Rs
22 21	Indian coal	15 50
22 22	Wood	5 00
22 23	Oil fuel	"
	Passenger and mixed—	
22 24	Total net tons of coal consumed	28,000
	Passenger and proportion of mixed—	
22 25	lbs of coal consumed per 1,000 gross ton miles	164 3
	Goods—	
22 26	Total net tons of coal consumed	10,276
	Goods and proportion of mixed—	
22 27	lbs of coal consumed per 1,000 gross ton miles	157 1
	Shunting including siding—	
22 28	Total net tons of coal consumed	3,530
22 29	lbs per engine mile	31 50
	Departmental—	
22 30	Total net tons of coal consumed	3,419
22 31	Total tons of coal used on all locomotives services	45,552

No 23 —Statement of Oil consumption

	Lubricating oil used on engines—	
23 01	Total pints—(Passenger and mixed services)	81,933
23 02	Pints per 100 engine miles (Passenger & mixed services)	5 68
23 03	Total pints (Goods services)	17,117
23 04	Pints per 100 engine miles (Goods services)	4 88
23 05	Total pints (all engines)	Not required
23 06	Pints per 100 engine miles (all engines)	Not required
23 07	Total pints of oil used on coaching, goods and departmental vehicles	45,737
23 08	Pints 1,000 vehicle miles (Passenger and goods)	0 86

No. 24 —Statement of Commodities

Item	Commodity	Quantity originating on home line whether local or foreign	Other traffic	Total	Earnings from each commodity
	<i>Fuel—</i>	Tons	Tons	Tons	Rs
24 01	Coal and coke and patent fuel—				
	For the public	90	9,895	9,985	16,533
24 02	For foreign railways and Home line constructions	Nil	Nil	Nil	Nil
24 03	Total	90	9,895	9,985	16,533
24 04	Oil fuel	59	1,244	1,303	17,956
24 05	Firewood and other fuel	4,778	1,005	5,783	14,745
	<i>Heavy merchandise—</i>				
24 06	Rice in the husk	341	152	493	2,224
24 07	Rice not in the husk	1,397	21,829	23,226	2,19,466
24 08	Gram and pulse	3,504	14,591	18,095	1,16,751
24 09	Wheat	5,000	27,138	32,138	2,02,868
24 10	Jawar and bajra	5,343	21,673	27,016	1,79,756
24 11	Other grains	6,054	24,666	30,720	2,07,346
24 12	Marble and stone	101,612	11,650	113,262	3,86,714
24 13	Salt	52,684	1,555	54,239	2,42,468
24 14	Sugar, refined and unrefined	416	12,056	12,472	1,10,812
24 15	Wood, unwrought	637	4,512	5,149	30,875
24 16	Metallic ores	Nil	2	2	34
24 17	Oil seeds	16,424	5,341	21,765	1,45,995
24 18	Cotton, raw pressed	8,624	8,260	16,884	3,66,265
24 19	Petrol (in bulk)	1,240	23	1,263	53,296
24 20	Kerosine oil (in bulk)	Nil	521	521	11,093
24 21	Molasses (in bulk)	Nil	Nil	Nil	Nil
24 22	Total heavy merchandise	203,276	153,969	357,245	22,75,963
	<i>Light merchandise—</i>				
24 23	Cotton, raw, unpressed	8,422	157	8,579	62,532
24 24	Cotton, manufactured	645	8,264	8,909	1,54,639
24 25	Fodder	8,630	2,070	10,700	50,113
24 26	Fruits and vegetables, fresh	1,800	5,045	6,845	44,590
24 27	Gur, jaggree, molasses (not in bulk), etc	608	10,158	10,766	84,165
24 28	Jute, raw	1	60	61	249
24 29	Iron and steel, wrought	2,536	15,618	18,154	3,19,050
24 30	Kerosine oil in tins	64	9,941	10,005	1,85,091
24 31	Petrol in tins	491	1,040	1,531	52,898
24 32	Tobacco	497	3,270	3,767	64,076
24 33	Provisions	4,582	9,980	14,562	1,88,705
24 34	Manures (all kinds)	110	42	152	557
24 35	Total light merchandise	28,386	65,645	94,031	12,06,665
24 36	Other commodities	52,403	50,834	103,237	9,82,310
24 37	Total (General Merchandise)	284,065	270,448	554,513	44,64,938
24 38	Military traffic	Nil	397	397	7,799
24 39	Live Stock	3,261	127	3,388	30,909
24 40	Railway materials	133,410	16,993	150,403	1,38,105
	<i>Materials and stores on revenue account—</i>				
24 41	Fuel	7,676	45,151	52,827	1,08,485
24 42	General Stores and materials	230,835	2,727	233,562	94,552
24 43	Total	238,511	47,878	286,389	2,03,037
24 44	Total—All commodities	664,174	347,987	1,012,161	48,94,022

26
No 25 — General Results of Working

Item	Heading	Percentage or Amount
FINANCIAL RESULTS		
*25 01	Percentage of net earnings (including steam-boat traffic) on capital outlay on lines open and partly open, <i>i.e.</i> , on the revenue earning mileage	Percent 6 37
25 02	Percentage of net earnings on paid up-capital	Percent
OUTLAY, EARNINGS AND EXPENSES		
<i>(Exclusive of steam boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours)</i>		
+25 03	Capital outlay per route mile	Rs 50,608 4
25 04	Gross earnings per mean mile worked	Rs 10,296 6
25 05	Gross earnings per mean mile worked per week	Rs 197 4
25 06	Working expenses per mean mile worked per week	Rs 133 0
25 07	Gross earnings per train mile	Rs 5 35
25 08	Working expenses per train mile	Rs 3 60
25 09	Net earnings per train mile	Rs 1 75
25 10	Net earnings per mean mile worked	Rs 3,366 8
25 11	Cost per 1,000 gross ton-miles (including weight of engines)	Rs 10 7
25 12	Percentage of total working expenses on total earnings	Percent 67 30
25 13	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores	Percent 67 00
<i>(Inclusive of Steam-boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours)</i>		
25 14	Percentage of total working expenses on total earnings	Percent 67 30
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC		
25 15	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges etc	Rs 59,39,083
25 16	Proportions, dividing expenditures in ratio of gross ton-mileage— Coaching	Rs 25,05,974
25 17	Goods	Rs 34,33,109
COACHING TRAFFIC		
25 18	Coaching earnings per train-mile	Rs 4 89
25 19	Earnings per coaching vehicle per mile	Pies 42 3
25 20	Cost of hauling a passenger train one mile	Rs 3 00
25 21	Cost of hauling a passenger vehicle one mile	Pies 25 9
25 22	Profit on working a passenger train one mile	Rs 1 89
25 23	Profit on working a passenger vehicle one mile	Pies 16 4
GOODS TRAFFIC		
25 24	Goods earnings per train-mile	Rs 5 38
25 25	Earnings per goods vehicle per mile (excluding brakes)	Pies 28 6
25 26	Cost of hauling a goods train one mile	Rs 3 76
25 27	Cost of hauling a goods vehicle one mile	Pies 20 0
25 28	Cost of hauling a goods unit (<i>viz.</i> , one ton), one mile	Pies 5 30
25 29	Cost of hauling a goods unit one mile (including interest on capital expended on open lines at the rate of $5\frac{1}{2}$ per cent per annum Rs 15,29,909)	Pies 7 66
25 30	Profit on working a goods train one mile	Rs 1 62
25 31	Profit on working a goods vehicle one mile	Pies 8 60
25 32	Profit on working a goods unit (<i>viz.</i> , one ton), one mile	Pies 2 32

Item	Jodhpur Ry	Jodhpur Hyderabad Ry	Murpurkhas Khadro Ry.
*25 01	6 32	6 45	7 66
+25 03	Rs 53,502 2	47,999 7	17,302 8

No 26 —WORKING EXPENSES
TABLE A
Maintenance of Structural Works

REFERENCE TO ACCOUNTS		Details	a	b	c	d	e
Abstract & minor head	Sub head		Total Amount	Per mile of line maintained	Per mile of track including sidings	Per train mile	Percentage of total expenditure under Abstracts A to G
				950 85	1,110 40	1 749 638	63 04 587
A I		GENERAL ADMINISTRATION	Rs	Rs	Rs	As	
	1	<i>Management and Control—</i>					
		(a) Salaries—					
		(i) Administrative and Executive Officers.	79,609	83 73	71 69	0 73	1 26
		(ii) Subordinate Supervising Staff	41,466	43 61	37 34	0 38	0 66
		(iii) Office Staff	36,707	38 61	33 06	0 33	0 58
		(b) Travelling and other compensatory allowances	4,121	4 33	3 71	0 04	0 07
		(c) Contingent office expenses	14,827	15 59	13 35	0 13	0 23
		TOTAL GENERAL ADMINISTRATION	1,76,730	185 87	159 15	1 61	2 80
II		ORDINARY REPAIRS AND MAINTENANCE					
	1	<i>Structural Works—</i>					
		(a) Track (Running lines, sidings and yards)	5,84,937	615 17	526 78	5 35	9 28
		(b) Bridges and Tunnels	17,769	18 69	16 00	0 16	0 28
		(c) Miscellaneous	1,28,883	135 54	116 07	1 18	2 04
	2	<i>Equipment</i>	55,372	58 23	49 87	0 51	0 88
	3	<i>Conservancy of Rivers</i>					
	4	<i>Plantations, Nurseries, Gardens</i>	1,152	1 21	1 04	0 01	0 02
	5	<i>New Minor Works</i>	48,252	50 75	43 45	0 44	0 77
	6	<i>Miscellaneous expenses</i>	47,920	50 40	43 16	0 44	0 76
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	8,84,285	929 99	796 37	8 09	14 03
IV		REPLACEMENT AND RENEWALS					
	1	<i>Structural Works—</i>					
		(a) Track (Running lines, sidings and yards)	10,05,195	1,057 16	905 26	9 19	15 94
		(b) Bridges and Tunnels	1,875	1 97	1 69	0 02	0 03
		(c) Miscellaneous	8,838	9 29	7 96	0 08	0 14
	2	<i>Equipment—</i>					
		TOTAL REPLACEMENT AND RENEWALS	10,15,911	1,068 42	914 91	9 29	16 11
		TOTAL MAINTENANCE OF STRUCTURAL WORKS	20,76,926	2,184 28	1,870 43	18 99	32 94
		Deduct —Value of stores returned to stock	55,999	58 89	50 43	0 51	0 89
		NET TOTAL	20,20,927	2,125 39	1,820 00	18 48	32 05

No. 26.—Working Expenses.—Contd
TABLE B
Maintenance and Supply of Locomotive Power

REFERENCE TO ACCOUNTS.		Details	a	b	c	d	e
Abstract & minor head	Sub head		Total Amount	Per engine mile	Per 1 000 gross ton miles	Per train mile	Percentage of total expenditure under Abstracts A to G
				2,156,207	57 254,340	1,749,638	63 04 887
B I		GENERAL ADMINISTRATION.	Rs	Rs	Rs	As	
	1	<i>Management and Control—</i>					
		(a) Salaries—					
		(i) Administrative & Executive Officers	23,500	0 01	0 04	0 22	0 37
		(ii) Subordinate Supervising Staff	52,080	0 03	0 09	0 48	0 83
		(iii) Office Staff	43,942	0 02	0 08	0 40	0 70
		(b) Travelling & other compensatory allowances	2,745	0 00	0 01	0 02	0 04
		(c) Contingent office expenses	5,820	0 00	0 01	0 05	0 09
		TOTAL GENERAL ADMINISTRATION	1,28,087	0 06	0 23	1 17	2 03
II		ORDINARY REPAIRS AND MAINTENANCE					
	1	<i>Locomotives—</i>					
		(a) Running repairs	2,21,568	0 10	0 40	2 03	3 51
		(b) Workshop repairs	2,44,725	0 12	0 44	2 24	3 88
	2	<i>Rail motors</i>					
	3	<i>Equipment—</i>					
		(a) Machinery and tools	15,231	0 01	0 02	0 14	0 24
		(b) Miscellaneous	1,639	0 00	0 00	0 01	0 03
	4	<i>New Minor Works</i>	5,614	0 00	0 01	0 05	0 09
		TOTAL ORDINARY REPAIRS & MAINTENANCE	4,88,777	0 23	0 87	4 47	7 75
III		OPERATING EXPENSES					
	1	<i>Running Staff—</i>					
		(a) Wages & allowances of locomotive crews	1,59,256	0 08	0 29	1 45	2 53
		(b) Shed & yard cleaning & fueling staff	42,350	0 02	0 08	0 39	0 67
		(c) Contingent charges including clothing	5,132	0 00	0 01	0 05	0 08
	2	<i>Fuel</i>	6,93,991	0 32	1 24	6 35	11 01
	3	<i>Water, wages and stores</i>	1,31,455	0 06	0 24	1 20	2 09
	4	<i>Oil, tallow, and other stores</i>	24,108	0 01	0 04	0 22	0 38
	5	<i>Rail motors</i>					
	6	<i>Payments to other railways—Net</i>	94,138	0 04	0 17	0 86	1 49
	7	<i>Miscellaneous expenses</i>	30,289	0 02	0 05	0 28	0 48
		TOTAL OPERATING EXPENSES	11,80,719	0 55	2 12	10 80	18 73
IV		REPLACEMENT AND RENEWAL					
	1	<i>Locomotives—</i>					
		(a) Workshop charges					
		(b) Direct charges	8,820	0 00	0 02	0 08	0 14
	2	<i>Boilers—</i>					
		(a) Workshop charges					
		(b) Direct charges					
	3	<i>Rail motors</i>					
	4	<i>Equipment—</i>					
		(a) Workshop charges	1,603	0 00	0 00	0 01	0 02
		(b) Direct charges					
		TOTAL REPLACEMENT & RENEWAL	10,423	0 00	0 02	0 09	0 16
		TOTAL MAINTENANCE & SUPPLY OF LOCOMOTIVE POWER	18,08,000	0 84	3 24	16 53	28 67
		Deduct—Value of stores returned to stock	14,608	0 01	0 02	0 13	0 23
		NET TOTAL	17,93,398	0 83	3 22	16 40	28 44
		Net total (excluding Rail motors)	17,93,398	0 83	3 22	16 40	28 44

No. 26 —Working Expenses—*contd.*

TABLE C

Maintenance of Carriage and Wagon Stock

REFERENCE TO ACCOUNTS		Details	a	b	c	d
Abstract & minor head	Sub head		Total Amount	Per 1,000 vehicle miles run by home and foreign vehicles	Per train mile	Percentage of total expenditure under Abstracts A to G
				51 534 679	1,749,638	63 04 887
C I	1	GENERAL ADMINISTRATION.	Rs	Rs	As	
		<i>Management and Control—</i>				
		(a) Salaries—				
		(i) Administrative and Executive Officer	23,500	0 46	0 21	0 37
		(ii) Subordinate Supervising Staff	40,241	0 78	0 37	0 64
		(iii) Office Staff	34,953	0 68	0 32	0 55
		(b) Travelling & other compensatory allowances	664	0 01	0 01	0 01
		(c) Contingent office expenses	5,532	0 11	0 05	0 09
		TOTAL GENERAL ADMINISTRATION	1,04,890	2 04	0 96	1 66
II	1	ORDINARY REPAIRS AND MAINTENANCE				
		<i>Coaching Vehicles—</i>				
		(a) Running repairs	30,458	1 64	0 28	0 48
		(b) Workshop repairs—				
		(i) Passenger carriages	2,05,128	11 02	1 88	3 25
		(ii) Other Coaching vehicles	19,808	1 07	0 18	0 32
	2	<i>Goods Vehicles—</i>				
		(a) Running repairs	61,364	1 86	0 56	0 97
		(b) Workshop repairs	1,16,252	3 53	1 06	1 84
	3	<i>Running Repairs to Foreign Ry Vehicles</i>	—936	—0 02	—0 01	—0 01
	4	<i>Equipment—</i>				
		(a) Machinery and Tools	15,130	0 29	0 14	0 24
		(b) Miscellaneous	1,149	0 02	0 01	0 02
	5	<i>New Minor Works</i>	3,567	0 07	0 03	0 06
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	4,51,970	8 77	4 13	7 17
III	1	OPERATING EXPENSES				
		<i>Inspection of running vehicles—</i>				
		(a) Examiners, cleaners, oilers, etc	32,379	0 63	0 30	0 51
		(b) Oil, grease and other stores	8,207	0 16	0 07	0 13
	2	<i>Payments to other railways—Net</i>	1,00,524	1 95	0 92	1 60
	3	<i>Miscellaneous</i>	7,833	0 15	0 07	0 12
		TOTAL OPERATING EXPENSES	1,48,943	2 89	1 36	2 36
IV	1	REPLACEMENT AND RENEWAL				
		<i>Coaching Vehicles—</i>				
		(a) Workshop charges	316	0 02	0 00	0 01
		(b) Direct charges	7,770	0 42	0 07	0 12
	2	<i>Goods Vehicles—</i>				
		(a) Workshop charges	Nil	Nil	Nil	Nil
		(b) Direct charges	746	0 02	0 01	0 01
	3	<i>Equipment—</i>				
		(a) Workshop—Machinery	1,600	0 03	0 02	0 03
		(b) Other	Nil	Nil	Nil	Nil
		TOTAL REPLACEMENT AND RENEWAL	10,432	0 20	0 10	0 17
		TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK	7,16,235	13 90	6 55	11 36
		Deduct —Value of stores returned to stock	1,599	0 03	0 01	0 03
		NET TOTAL	7,14,636	13 87	6 54	11 33

Coaching vehicle miles
Goods " "

18,620,081
32,914,598

TABLE D

Maintenance and Working of Ferry Steamers and Harbours—*Nal*No 26 —Working Expenses.—*Contd*

TABLE E

Expenses of Traffic Department

REFERENCE TO ACCOUNTS		Details	a Total Amount	b Per train mile	c Percentage of total expendi- ture under Abstracts A to G
Abstract & minor head	Sub head				
				1,749 638	63,04 887
E I		GENERAL ADMINISTRATION.	Rs	As	
	1	<i>Management and Control—</i>			
		(a) Salaries—			
		(i) Traffic Manager, Deputies and Assistants	55,564	0 51	0 88
		(ii) Subordinate and Supervising Staff			
		(iii) Office Staff	61,168	0 56	0 97
		(b) Travelling and other compensatory allowances	2,561	0 02	0 04
		(c) Contingent office expenses	2,916	0 08	0 05
		TOTAL GENERAL ADMINISTRATION	1,22,209	1 12	1 94
II		ORDINARY REPAIRS AND MAINTENANCE			
	1	<i>Equipment</i>	59,668	0 55	0 95
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	59,668	0 55	0 95
III		OPERATING EXPENSES			
	1	<i>Salaries, Wages and allowances—</i>			
		(a) General Operating Staff (Inspectors, Canvassers, etc)	16,323	0 15	0 26
		(b) Station Staff	3,06,609	2 80	4 86
		(c) Train Staff	63,750	0 58	1 01
		(d) Mileage and overtime of Train Staff	28,576	0 26	0 45
		(e) Travelling Ticket Examining Staff	37,367	0 34	0 59
	2	<i>Fires, lights and general stores for stations and sheds</i>	57,143	0 52	0 91
	3	<i>Lighting, water and general stores in trains</i>	60,555	0 55	0 96
	4	<i>Clothing</i>	21,676	0 20	0 34
	5	<i>Stationery, forms and tickets</i>	49,623	0 46	0 79
	6	<i>Expenses on handling, collection and delivery of goods</i>	43,685	0 40	0 69
	7	<i>Expenses at out agencies</i>			
	8	<i>Payments to other railways—Net</i>	66,514	0 61	1 06
	9	<i>Conference hire & penalty charges on interchanged stock</i>	—24,788	—0 23	—0 39
	10	<i>Compensation for goods, etc , lost or damaged Less sale proceeds of unclaimed and damaged goods</i>	3,185	0 03	0 05
	11	<i>Miscellaneous Expenses</i>	168	0 00	0 00
		TOTAL OPERATING EXPENSES	7,30,386	6 67	11 58
IV		REPLACEMENT AND RENEWAL			
	1	<i>Equipment</i>			
		TOTAL REPLACEMENT AND RENEWAL			
		TOTAL EXPENSES OF TRAFFIC DEPARTMENT	9,12,263	8 34	14 47
		<i>Deduct —Value of Stores returned to stock</i>	19,386	0 18	0 31
		NET TOTAL	8,92,877	8 16	14 16

No 26 —Working Expenses—*Contd.*

TABLE F

Expenses of General Department

REFERENCE TO ACCOUNTS		Details	a Total Amount	b Per train mile 1,749,638	c Percentage of total expenditure under Abstracts A to G ₹ 201,857
Abstract & minor head	Sub head				
F I		GENERAL ADMINISTRATION	Rs.	As	
	1	<i>London Boards</i>	6,704	0 06	0 11
	2	<i>Share of Secretary of State's General Charges</i>			
	3	<i>Charges in India for Government supervision, control and audit</i>			
	4	<i>Leave allowances in England</i>	42,591	0 39	0 68
	5	<i>Indian management and control—</i>			
		(a) Agents Office	77,847	0 71	1 23
		(b) Accounts and Audit Department	1,64,160	1 50	2 60
		(c) Stores Department	88,603	0 81	1 40
		(d) Cash and Pay Department	14,606	0 13	0 23
		(e) Medical Department	16,456	0 15	0 26
		(f) Telegraph Department	64,502	0 39	1 02
		(g) Police	22,759	0 21	0 36
	6	<i>Miscellaneous expenses</i>	398	0 00	0 01
		TOTAL GENERAL ADMINISTRATION	4,98,626	4 55	7 90
II		ORDINARY REPAIRS AND MAINTENANCE			
	1	<i>Telegraphs</i>	87,096	0 80	1 38
	2	<i>Equipment</i>	4,829	0 05	0 08
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	91,925	0 85	1 46
IV		REPLACEMENT AND RENEWAL			
	1	<i>Electric instruments and telephones</i>			
		TOTAL REPLACEMENT AND RENEWAL			
		TOTAL EXPENSES OF GENERAL DEPARTMENT	5,90,551	5 40	9 36
		<i>Deduct—Value of stores returned to stock</i>	1,366	0 01	0 02
		NET TOTAL	5,89,185	5 39	9 34

No. 26.—Working Expenses—*Contd*

TABLE G.

Miscellaneous Expenses

REFERENCE TO ACCOUNTS		Details	a	b	c
Abstract & minor head	Sub head		Total Amount	Per train mile	Percentage of total expenditure under Abstracts A to G 63,04,887
G I		GENERAL ADMINISTRATION.	Rs.	As	
	1	Law charges (less costs recovered)	1,444	0 01	0 02
	2	Rents of buildings and lands	35,564	0 33	0 56
	3	Rates and taxes			
	4	Contributions to Provident Institutions	1,03,913	0 95	1 65
	5	Gratuities	37,661	0 34	0 60
	6	Compensation (other than those included in E. III, 10)			
	7	Educational grants	3,613	0 03	0 06
	8	Health and welfare service	22,520	0 21	0 36
	9	Publicity expenses	1,512	0 01	0 02
	10	Fire protection of railway property	634	0 01	0 01
	11	Expenses in connection with the I.R.C.A.	1,315	0 01	0 02
	12	Miscellaneous contributions and grants	9,162	0 08	0 15
		TOTAL GENERAL ADMINISTRATION ..	2,17,338	1 98	3 45
III		OPERATING EXPENSES.			
	1	Indian charges and stores excluding fuel	54,405	0 50	0 86
	2	Catering Department	4,273	0 04	0 07
	3	Miscellaneous expenses	19,541	0 18	0 31
		TOTAL OPERATING EXPENSES	78,219	0 72	1 24
		TOTAL MISCELLANEOUS EXPENSES	2,95,557	2 70	4 69
		Deduct—Value of Stores returned to stock	1,693	0 02	0 03
		NET TOTAL	2,93,864	2 68	4 66

No. 26 —Working Expenses—*Concl'd*

TABLE A to G

Summary.

Details	Total Amount	Percentage of Total
I General Administration	12,47,880	19 79
II Ordinary Repairs and Maintenance	19,76,625	31 35
III Operating expenses	21,38,267	33 91
IV Replacement and Renewal	10,36,766	16 45
Total	63,99,538	101 50
Less—value of stores returned to stock	94,651	1 50
NET TOTAL	63,04,887	100 00

No 27 Statement of Steam Coach Performance
 No 28 " " Rail Motor
 No 29 " " Electric Train Statistics

} Nil.

JODHPUR RAILWAY.

ANNUAL REPORT.

1929-30.

SECTION IV.

APPENDICES.

Table of Contents.

SECTION IV

APPENDICES

Appendix I—Statement of staff

Appendix II—Statement of cost of Police & Watch & Ward staff

Appendix III—

Table No 1—Number of persons reported during the year as killed

Table No 2—Train accidents

Table No 3—Return of persons reported during the year as injured

Table No 4—Return of accidents during the year

Table No 5—Accident to Railway servants during the year

Appendix IV—Details of working of Collieries

Appendix V—Statement of rolling-stock fitted with automatic brakes, etc

APPENDIX I
Statement of Staff

Item	Heading	NUMBER		
		Open Lines	Construction	Total
	<i>No of servants employed</i>			
	Europeans—			
1 01	1928 29	29	1	30
1 02	1929 30	29	1	30
	Hindus—			
1 03	1928 29	5,440	356	5 796
1 04	1929 30	5 991	395	6,386
	Muslims—			
1 05	1928 29 ..	1 829	26	1 855
1 06	1929 30	1 845	28	1,873
	Anglo Indians and Domesticated Europeans—			
1 07	1928 29	22		22
1 08	1929 30	23		23
	Other Classes—			
1 09	1928 29	67		67
1 10	1929 30 ..	77	2	79
	Statutory Indians—			
1 11	1928 29 (1 03+1 05+1 07+1 09)	7,358	382	7,740
1 12	1929 30 (1 04+1 06+1 08+1 10) ..	7,936	425	8,361
	Total—			
1 13	1928 29 (1 01+1 11)	7,387	388	7,770
1 14	1929 30 (1 02+1 12)	7,965	426	8,391

Number of temporary staff on open line —
Hindus Muslims
1928-29 823 99
1929-30 1,201 151

Other Class Total
Nil 922
4 1,356

APPENDIX II

Statement of cost of the Police Force and Watch and Ward Staff for the year 1929-30

Item	Heading	Amount
	<i>Cost of the Police Force—</i>	Rs
1	Contribution to local Government for Crime and Order Police ..	
	<i>Cost of Watch and Ward Staff—</i>	
2 01	Watchmen	20,508
2 02	Contingencies	2,256
3	Total cost to the Railway	22,759
	<i>Total cost—</i>	
4 01	Per route mile	23 94
4 02	Per train mile ..	0 01

APPENDIX III

TABLE No 1

Number of persons reported during the year ending with the 31st March 1930, as killed or injured on the Jodhpur Railway (open line) by the movement of trains and railway vehicles exclusive of train accidents, distinguishing between passengers, Railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury

RAILWAY	PASSENGERS										OTHERS										REMARKS	
	ACCIDENTS WHICH OCCURRED IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES										OTHER ACCIDENTS											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		21
Jodhpur	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total servants
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	Total all classes
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	

APPENDIX III — (Contd)

TABLE No 2—TRAIN ACCIDENTS

Accidents to Trains, Rolling Stock and Permanent-Way, etc, reported during the year ending with the 31st March 1930, as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured, in each class of accidents

	Number		No of passengers		No of servants		Others		Total all classes		
	Accidents reported to Local Government under section 83 of the Indian Railways Act, 1890 (1 N of 1930)	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 Collisions between passenger trains or parts of passenger trains	.										
2 Collisions between passenger trains and goods or mineral trains engines and vehicles standing foul of the line	1		1								
3 Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed											
4 Collisions between goods and mineral trains and parts of goods or mineral trains engines and vehicles standing foul of the line											
5 Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed											
6 Collisions between light engines	.										
7 Derailments of passenger trains—											
(a) due to trains travelling in the wrong direction through points, , ,	.	1	1								
(b) other causes , , , , ,	13		13								
8 Other derailments—											
(a) due to trains travelling in the wrong direction through points	, ,										
(b) other causes	1	7	8								
9 Accidents due to failures of engines and rolling stock.—											
(a) failures of engines due to faulty design material or workmanship in the Mechanical Department—											
(1) boilers and tubes											
(To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise)											
(2) Machinery, springs, etc —	.	34	34								
(To include all failures of engine on trains when the delay to trains is an hour or over Failures when merely shunting in yards are not to be included)											
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes,		1	1								
(To include all failures when the engine is working a train or when providing to work a train or when there is serious damage done to property, loss of life or injury, not otherwise)											
Carried over	15	43	58								

TABLE No 2 —TRAIN ACCIDENTS—(Concluded)

	Number			No of servants		No of Passengers		Others		Total all classes	
	Accidents reported to Local Government under section 83 of the Indian Railways Act, 1890 (IX of 1890)	Others	Total	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Brought forward	15	43	58								
9 Accidents due to failures of engines and rolling stock,—(contd)											
(2) other causes											
(To include all failures of engine on trains or when providing to work a train when the delay to trains is an hour or over Failures when merely shunting in yards are not to be included)											
(c) the failure of tyres											
(d) the failure of wheels											
(e) the failure of axles,											
(f) the failure of brake apparatus,											
(g) the failure of couplings		34	34								
10 Accidents due to failure of permanent way, etc —											
(a) broken rails											
(b) the failure of turnels, bridges, viaducts, culverts, etc											
(c) the flooding of portions of permanent-way	17		17								
(d) slips in outtings or embankments											
11 Accidents due to fire—											
(a) fire in trains	2		2								
(b) fire at stations, or involving injury to bridges or viaducts,											
12 Other accidents —											
(a) passenger trains travelling in the wrong direction through points but not derailed		6	6								
(b) Trains running over cattle on the line		177	177								
(c) Trains running over obstructions on the line (other than those at level crossings)	2	4	6								
(d) Trains running over obstructions or vehicles) at level crossings											
(e) Train wrecking or attempted train wrecking	2		2								
(f) Miscellaneous											
TOTAL	38	264	302								

Average No of persons employed 4,670

TABLE No 3

Return of persons (a) reported during the year ending with the 31st March 1930, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned

	NUMBER OF PASSENGERS		NUMBER OF SERVANTS		OTHERS		TOTAL ALL CLASSES	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1 While ascending or descending steps at stations								
2 By being struck by barrows, by falling over packages, etc., on platform								
3 From falling off platforms								
4 Whilst loading, unloading or sheeting wagons								
5 Whilst moving or carrying goods at stations, etc								
6 Whilst working at cranes or capstans								
7 By the falling of wagon doors, lamps, bales of goods, etc						1		1
8 From falling off, or when getting on or off, stationary engines or vehicles								
9 From falling off platforms, ladders, scaffolds, etc								
10 By stumbling whilst walking on the line or platforms								
11 Whilst attending to stationary engines in sheds								
12 By being trampled on or kicked by horses								
13 Whilst working on the line or in sidings								
14 Miscellaneous								
TOTAL						1		1

TABLE No 4

Return of accidents occurring during the year ending with the 31st March 1930 on the Jodhpur Railway } Nil.

APPENDIX III —(Concluded)

TABLE No 5

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1930, on the Jodhpur Railway

Cause	MOVEMENT CASES			
	Killed	Percentage	Injured	Percentage
1 Misadventure or accidental	4	100 00	2	100 00
2 Want of caution or misconduct on the part of the injured person				
3 Want of caution or breach of rules, etc., on the part of servants other than the persons injured				
4 Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working				
5 Defective apparatus appliances, etc., or want of sufficient appliances, safeguards, etc				
TOTAL	4	100 00	2	100 00

APPENDIX IV

Details of working of Collieries owned by State or by Railway Companies during the year ending 31st March 1930
Nil.

APPENDIX V.

Statement of rolling stock fitted with automatic brakes, vehicles lighted with gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1930.

Item	Heading	Number or percentage
1	Railway system	Jodhpur Railway
2	Gauge	Metre gauge 3'3½"
	<i>Locomotives—</i>	
3 01	Total number on the line	108
3 02	Number fitted with automatic brakes	62
3 03	Percentage of total	57.4
	<i>Coaching vehicles (including brake vans used exclusively on passenger service)—</i>	
4 01	Total number	272
4 02	Number braked	224
4 03	Percentage of total	82.3
4 04	Number piped	6
4 05	Percentage of total	2.21
	<i>Goods vehicles (including brake van used indiscriminately on passenger, mixed or goods service but excluding cranes and their dummy trucks)—</i>	
5 01	Total number	2518*
5 02	Number braked	
5 03	Percentage of total	
5 04	Number piped	
5 05	Percentage of total	
	<i>Passenger vehicles—</i>	
6 01	Total number on the line	236
6 02	Number fitted for lighting with gas	
6 03	Percentage of total	
6 04	Number fitted for lighting with electricity	236
6 05	Percentage of total	100%
	<i>Lower class carriages provided with latrine accommodation—</i>	
	<i>Intermediate class—</i>	
7 01	Total number	13
7 02	Number provided with latrine accommodation	13
7 03	Percentage of total	100%
	<i>Third class—</i>	
7 04	Total number	97
7 05	Number provided with latrine accommodation	97
7 06	Percentage of total	100%
	<i>Composites containing intermediate or third class accommodation—</i>	
7 07	Total number	88
7 08	Number provided with latrine accommodation	88
7 09	Percentage of total	100%
7 10	Total number of lower class carriages	198
7 11	Number provided with latrine accommodation	198
7 12	Percentage of total number	100%

* Excludes departmental stock

